B. P. TAYLOR,
Stevedore.
Lighters and Steam Launches Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS ORIENTAL AGENCY.
Sole Agents for the UNITED ASBESTOS CO., LIMITED, LONDON.
DODWELL & CO., LIMITED, *General Managers.*

NEW SERIES No. 1841. 光緒二十七年四月十四日 FRIDAY, MAY 31, 1901. 五拜禮 香港黃五月廿一號 THIRTY DOLLARS PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... „ 18,000,000
CAPITAL UNCALLED..... „ 6,000,000
RESERVE FUND ..... „ 8,310,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	KOBE.
NAGASAKI.	LONDON.
LYONS.	NEW YORK.
SAN FRANCISCO.	HONOLULU.
BOMBAY.	SHANGHAI.
TIENTSIN.	NEWCHWANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ 3 „ 3 „

TARO HODSUMI,
Manager.

Hongkong, 17th April, 1901. [11

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON.	PEKING.
CHEFOO.	PENANG.
CHINKIANG.	SINGAPORE.
CHUNKING.	TIENTSIN.
HANKOW.	

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 % per Annum Fixed Deposits for 3 months.
4 % „ „ 6 „
5 % „ „ 12 „

E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [14

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £575,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
„ „ „ 6 „ ... 3½ „
„ „ „ 3 „ ... 2½ „

T. P. COCHRANE,
p. Manager.

Hongkong, 22nd May, 1901. [35

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Paid up Capital .....£ 324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—
Chan Kit Shan, Esq. | C. Ewens, Esq.
Chow Tung Shang, Esq. | J. T. Lauts, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed .....5 %
Hongkong, 20th December, 1899. [8

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.—
Sterling Reserve.....$10,000,000 } $13,000,000
Silver Reserve .....$ 3,000,000 }
RESERVE LIABILITY OF PROPTORS.$10,000,000

COURT OF DIRECTORS:
R. SHEWAN, Esq., Chairman.
The Hon. J. J. KESWICK, Deputy Chairman.
A. Haupt, Esq.

D. M. Moses, Esq. | N. A. Siebs, Esq.
A. J. Raymond, Esq. | H. W. Slade, Esq.
R. L. Richardson, Esq. | H. E. Tomkins, Esq.
H. Schübart, Esq. | Paul Witkowski, Esq.

CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON.
MANAGER:
Shanghai—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 29th April, 1901. [9

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 4th October, 1900. [10

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

$5.00 @ Cask of 375 lbs. Net ex Factory.
$3.00 @ Bag of 250 lbs.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 12th December, 1900. [19

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
S'HAI & JAPAN...	*Java*	G. W. Gordon, R.N.R...	About 4th June	...Freight or Passage.
SHANGHAI	*Chusan*	C. L. Daniel	About 7th June	...Freight or Passage.
LONDON, &c.....	*Coromandel**	F. W. Vibert, R.N.R...	Noon, 8th June	...Freight or Passage.
MARSEILLES and LONDON	*Socotra*	H. Hide, R.N.R.....	About 15th June	...Freight only.

* (See Special Advertisement).

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 29th May, 1901. [5

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
HAMBURG, Hamburg-Amerika Linie	THURSDAY, 13th June.
SACHSEN	THURSDAY, 27th June.
KIAUTSCHOU, Hamburg-Amerika Linie	THURSDAY, 11th July.
BAYERN	THURSDAY, 25th July.
STUTTGART.....	THURSDAY, 8th August.
KONIG ALBERT.....	THURSDAY, 22nd August.
PRINZESS IRENE.....	THURSDAY, 5th September.
PRINZ HEINRICH.....	THURSDAY, 19th September.
PREUSSEN.....	WEDNESDAY, 2nd October.
HAMBURG, Hamburg-Amerika Linie	WEDNESDAY, 16th October.
SACHSEN	WEDNESDAY, 30th October.
KIAUTSCHOU, Hamburg-Amerika Linie	WEDNESDAY, 13th November.
BAYERN	WEDNESDAY, 27th November.

ON THURSDAY, the 13th day of June, 1901, at NOON, the Steamship "HAMBURG," of the HAMBURG-AMERIKA LINIE, Captain P. Magin, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on TUESDAY, the 11th June, Cargo and Specie will be received on Board until 5 P.M., on WEDNESDAY, the 12th June, and Parcels will be received at the Agency's Office until NOON, on WEDNESDAY, the 12th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
AGENTS.

Hongkong, 29th May, 1901. [22

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900. [23

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the MANAGER.

Hongkong, 2nd July, 1900. [16

EL CAPITAN PILSENER BEER.

PER CASE OF 4 DOZ. QUARTS - - - - - - - $13
„ 6 DOZ. PINTS - - - - - - - $13

SOLE AGENTS:
H. PRICE & Co.,
12, QUEEN'S ROAD.

Hongkong, 2nd May, 1901. [20

Intimations.

Bovril Promotes Energy and takes away that tired feeling which life in the East produces. Unrivalled for Athletes and persons of either sex cultivating physical strength. To be obtained at all Stores, Chemists and Hotels throughout Hongkong, China and Japan. [287c

BOVRIL

BOVRIL PROMOTES HEALTH, STRENGTH AND ENERGY.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.
CHIEF SUPERINTENDENT.....THOMAS SKINNER.
SUPERINTENDENT .....ARCHIBALD RITCHIE.
DODWELL & CO., LIMITED, General Managers.

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Telephone No. 75.

GEORGE YOUNGER & SONS, ALLOA.

INDIA PALE ALE.

Specially brewed for Tropical Climates. A thoroughly sound, light, bitter beer.

Per Case of 4 Dozen Qts. $11.00
„ 8 „ Pts. $14.00

SOLE AGENTS:
CALDBECK, MACGREGOR & Co.,
WINE AND SPIRIT MERCHANTS.

15, Queen's Road,
Hongkong, 23rd May, 1901. [15

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (OR MITSUI & Co.)

HEAD OFFICE:—43, SAKAMOTO-CHO, TOKYO.
LONDON OFFICE:—34, LIME STREET, E.C.
HONGKONG OFFICE:—6, ICE HOUSE STREET.

BRANCH OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Manila, Amoy, Shanghai, Hankow, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address for all the Offices: "MITSUI."

A.B.C. and A 1 Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Arsenals and Railway Bureau: Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa and Yamano Coal Mines; and SOLE AGENTS for Fukumo, Hokoku, Ichi-mura, Kanada, Kishima, Manouro, Onoura, Otsuji, Sonoda, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coal Mines.

Hongkong, 25th May, 1901. [563c

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale
by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers)
9, Old China Street,
Shanghai.

12th October, 1898. [21

C. E. WARREN,
BUILDING CONTRACTOR,
No. 25, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED and FIXED, DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED and REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Prices on Application. [558c

WANTED.

ENGLISH MINING ENGINEER and MANAGER, First Class Testimonials, Wide Experience, is shortly terminating present engagement in MALAY PENINSULA and wishes for Employment as above in JAPAN, CHINA or COREA.
Address:—
"CYANDLE,"
C/o *Straits Times*, Singapore.

30th April, 1901. [475c

NOTICE.

INFORMATION has been received from our SINGAPORE BRANCH by Wire of the ROBBERY of $236,950 of $50 Notes, issued by THE HONGKONG AND SHANGHAI BANKING CORPORATION, SINGAPORE, and the Public are hereby cautioned against receiving and/or cashing Singapore Notes of the Denomination of $50.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 29th May, 1901. [577c

NOTICE.

TENDERS are hereby called for the ERECTION of BRICK SHOPS at JESSELTON for the NORTH BORNEO GOVERNMENT, Particulars of which may be seen at the OFFICE of
Messrs. GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 13th February, 1901. [200c

Auctions.

GOVERNMENT NOTIFICATION.
No. 390.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on
MONDAY,
the 3rd day of June, 1901, at 3 P.M., are published for general information.

By Command,
T. SERCOMBE SMITH,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 18th May, 1901. [569c

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 3rd day of June, 1901, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
	Rural Building Lot No. 197.	North side of Barker Road.	87	87	127	127	11,049	63	1,436

GOVERNMENT NOTIFICATION.
No. 291.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on
MONDAY,
the 3rd day of June, 1901, at 3 P.M., are published for general information.

By Command,
T. SERCOMBE SMITH,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 18th May, 1901. [570c

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 3rd day of June, 1901, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Mong Kok Tsui, Kowloon, in the Colony of Hongkong, for a term of 75 Years, commencing from 25th December, 1887.

LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.W.	S.	E.	W.	Contents in Square feet.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
	Kowloon Inland Lot No. 1,127.	Mong Kok Tsui.	73	55	53	—	1,300	16	1,360

To be Let.

TO LET.

NO. 6, ICE HOUSE LANE and 3 GODOWNS in DUDDELL STREET.
Apply to
A. RUMJAHN.

Hongkong, 20th May, 1901. [542c

TO LET.
POSSESSION APRIL 1ST.

1, STEWART TERRACE.
Apply to
J. W. NOBLE.

Hongkong, 6th March, 1901. [297c

TO LET.

"WOODLANDS WEST," No. 9, SEYMOUR ROAD.
Apply to
"S.B."
C/o This Office.

Hongkong, 13th March, 1901. [322c

TO LET.

FIRST and SECOND FLOORS of Nos. 1 and 3, WA IN FONG. Bathroom and Gas suitable for married couple.
Apply to
C. E. WARREN,
25, Aberdeen Street.

Hongkong, 23rd May, 1901. [557c

TO LET.

NOS. 2 and 5, RICHMOND TERRACE, Immediate Possession.
Apply to
LAU CHU PAK,
Care of A. S. Watson & Co., Ltd.

Hongkong, 1st April, 1901. [175c

TO LET.

A HOUSE in RIPON TERRACE.

HOUSES at LEIGHTON HILL.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st May, 1901. [209c

Masonic.

ZETLAND LODGE,
No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, TO-MORROW, the 1st June, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 28th May, 1901. [572c

To-day's Advertisements.

HONGKONG RIFLE ASSOCIATION.

SHORT RANGE CUP AND SPOONS.

THERE will be a COMPETITION as above TO-MORROW, the 1st June, commencing at 2.45 P.M.

RANGES.—200, 500 and 600 yards.

Seven Shots and a Sighter at each Range.

ALEX. MacKENZIE,
Hon. Secretary.

Hongkong, 31st May, 1901. [1

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE.

THE Steamship

"AIRLIE,"

Captain St. John George, will be despatched as above on WEDNESDAY, the 5th June, at Noon.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 31st May, 1901. [583c

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU,"

Captain K. Suzuki, will be despatched for the above Ports, on WEDNESDAY, the 12th June.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 31st May, 1901. [226c

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES of CARGO per Steamship

"NIPPON MARU,"

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 6th June, will be subject to rent.

No Fire Insurance has been effected.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 31st May, 1901. [7

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS,

Occulist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central,

(R. HOUGHTON & Co.)

(Nearly opposite the HONGKONG HOTEL).

Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of 'Eye Strain' ending in serious forms of disease. Glasses specially adapted in youth to those requiring them prevent many recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE. [1453b

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have This Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should be addressed.

ETH. F. SKERTCHLY,
Manager.

Hongkong, 1st May, 1899.

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS OF

ÆRATED WATERS IN THE FAR EAST.

OUR NEW FACTORY, facing the sea at the PRAYA RECLAMATION, is constructed with every attention to the best principles that sanitary science can suggest.

A perfect System of Filtration is employed guaranteeing Absolute purity.

The Machinery used is of the Latest Type.

A STAFF OF ENGLISH EXPERTS attends to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testified to by the best English makers.

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY,
Hongkong.

DEATH.

At the Kennedy Town Hospital, at 5.30 this morning, H. J. FAUNCH, aged 53 years. [582c

The Hongkong Telegraph

HONGKONG, FRIDAY, MAY 31, 1901.

NOTES AND COMMENTS.

Admiral Seymour.

We must most heartily congratulate Admiral SEYMOUR upon his well earned promotion to the rank of Admiral of the Fleet. He has had a very trying time during his command in China and has carried matters through from start to finish in his branch of the service with tact and discretion. We believe that he is the first British Admiral that has ever held flag rank while in command of the China Station, and we feel sure that our readers will join us in offering our heartiest congratulations on his promotion. May he live long to command in his new rank.

The Dumping of Bodies in the Streets.

The suggestion of Q.E.F. as to the prevention of the dumping of dead bodies in the streets, which we published yesterday, might well be seriously considered by the Government. It is certainly a strong step to take, but other methods have failed, the more ignorant amongst the Chinese have proved themselves to be unamenable to reason, although we are told that their more intelligent countrymen have spent much money and time in the vain endeavour to bring them to their senses. This being the case, we think that the Government would be justified in adopting the very strongest possible measures for the suppression of this reprehensible practice, which not only prevents the Sanitary Authorities from tracing the source from which the bodies come, but also tends to spread plague broadcast by preventing them from disinfecting the infected house from which the body has been removed.

Of course there would be a great outcry from the supporters of the Chinese and from the Chinese themselves, but if they will not listen to reason they are not deserving of consideration, and steps must be taken to force them to do that which they will not do by persuasion. Let it be publicly given out that all bodies found dumped in the streets after a certain date will be cremated, and, if any are found after such notification, let them be burnt as are the bodies of the Sikhs, and let the Government see to it that the fact is widely advertised that such burning has taken place. Then, as Q. E. F. states, the probabilities are that we should not have a single body dumped into the streets. At all events, the experiment is worth trying. If it failed no harm would have been done, and if it succeeded a great deal of trouble and expense would be saved.

Model Dwellings.

We certainly think that the recommendations of His Excellency the Governor as to the better provision for lighting and ventilation in Chinese houses is a good one, but we would be inclined to go even further than he does in his recommendations. In the plans laid before the Sanitary Board yesterday the extra light and ventilation was to be obtained by a central "well" in the houses. This we hold is not sufficient. The air in these "wells" would remain stagnant, owing to the fact that fresh air could only enter from the top, and thus a free current would never be established.

We think that what is wanted here is a general breaking up of the long blocks of houses which are now erected. Let no block facing on a street contain more than two houses side by side and let both side lanes and back yards be provided, with, if necessary, central wells also to ensure light and air to cubicles which would be otherwise left unlighted and unventilated. That is to say, all Chinese houses should be of the semi-detached type. We put forward this suggestion because we consider that the Chinese houses now being erected, in blocks of from twenty to thirty, are far too deep. There is a block of these buildings now being run up in the neighbourhood of the Canton Wharf which are fifteen feet in width and fully a hundred and sixty feet in depth and four storeys in height. That is to say two houses back to back measure fully, if not more, than a hundred and sixty feet through, and the dividing walls run right through without a break, as can be seen at a glance in the building to which we refer. Even supposing that a very liberal allowance is made for backyards, the depth of the rooms of these houses will be enormous as compared with their breadth, and as it is patent that they can only be lighted and ventilated from the front (for the light and ventilation which can come from a back yard only fifteen feet across, blocked by a kitchen, and four storeys in height, is infinitesimal), will not these houses be about as insanitary from the light and ventilation point of view as it would be possible to make them? Another point that requires consideration is the best position for the kitchen in a Chinese house. Would it not be better if placed *between* the front and back rooms instead of right at the back where it blocks the free passage of air from the yard?

Now, had this large block of land been properly divided up and lanes made through it, the whole of the houses could have been properly lighted and ventilated. This would probably have meant that the landlord would not have been able to command quite so much rent, but then he would not be responsible for doing to death many of the inmates of his insanitary dwellings, as we venture to say will certainly be the case under present conditions. We have but one hope as regards the block to which we refer, and that lies in the fact that, so far, only one, or rather two, houses, fifteen feet wide and a hundred and sixty, or over, deep have been put up. This means that a tremendously long, lofty and narrow building has been run up, and our hope is that a fairly strong blow will fetch the whole concern tumbling to the ground. One cannot expect Providence to step in as required and destroy insanitary erections, but we certainly hope that such will be the case in the present instance.

We admit that, in the absence of room for expansion, lofty houses must be the order of the day in Hongkong, but lofty houses do not necessarily mean insanitary, ill-lighted, ill-ventilated erections. Were the semi-detached form of house adopted, the landlords could have them as deep as they pleased, and even if they were run up to twenty storeys in height there would still be ample light and ventilation. All large blocks should be forbidden!

The Naval Boiler Trial.

The Committee formed for reporting exhaustively on the merits and demerits of Belville and Scotch boilers respectively, have, according to Reuter's telegram published to-night, arranged for a competitive trial trip of two vessels from England to Gibraltar, one with Belville, the other with Scotch boilers. It really seems as if the Admiralty had been stirred at last from their usual apathy, by the persistence of the Press, first among whom was the *Pall Mall Gazette*, with its numerous articles on the subject of boilers in the Navy. We hope now that such a practical test has been arranged (and in such a short space of time, considering the usual Committee mode of procedure), that nothing will be left to chance in the way of making it a really decisive trial, that is, giving both ships a fair and equal chance, as far as quality of coal, efficiency of firemen, and equality of steam consumption by the engines go, and other important conditions, otherwise we shall have the advocates of the boiler which comes worst out of the running, complaining that the winning boiler had some favourable condition which was not given to the other.

We see from the Navy List that both vessels are twin-screw, and class Cruisers, but although the *Hyacinth* and *Minerva* are both 5,600 tons, the former is stated as 10,000 I.H.P., and the latter 8,000 I.H.P.,

Any little discrepancy between the vessels is sure to be seized on by one or other party, but we hope to hear that the result of the trial is a decisive win for one or other boiler. Anyhow, it is a matter for congratulation that the Committee have so soon taken practical steps to demonstrate the matter.

REUTER'S TELEGRAMS.

VICE-ADMIRAL SEYMOUR PROMOTED.

LONDON, May 29th.

Vice-Admiral Sir Edward Hobart Seymour, G. C. B. has been gazetted an Admiral of the Fleet.

SIR ALFRED MILNER'S HONOURS.

Sir Alfred Milner has been gazetted Baron Milner of St. James and Capetown.

Lord Salisbury and Baron Milner are the guests of King Edward at Windsor.

LATER.

BRITISH SOUTH AFRICA.

The British casualties in South Africa during the past week amount to 42 killed and 100 wounded.

NAVAL BOILER EXPERIMENTS.

The Committee formed for the purpose of reporting upon boilers for the Navy, have arranged that the twin cruisers H. M. S. *Hyacinth* fitted with Belleville boilers and H. M. S. *Minerva* with Scotch boilers, should compete in a full speed trial between England and Gibraltar, the Committee accompanying them.

WEATHER REPORT.

The Observatory report says:—

On the 31st at 11.45 a.m. the barometer has fallen on the China coast. Pressure is high between the E. coast of China and W. Japan, and still slightly low over the S. Philippines. Gradients slight for E. winds on the China coast. Forecast:—Moderate E. winds; squally, showery.

LOCAL AND GENERAL.

THE S.S. *Java* with troops will be here on Sunday 2nd June.

COUNT Oultramond on his trip round the world left for Canton to-day.

THE hired transports *Ula* and *Itola* are due in Hongkong about the 6th June.

MAJOR St. John of the Royal Garrison Artillery has gone to South Africa by s.s. "Preussen."

THE Hon. T. H. Whitehead, now in Manila on general business, will return to Hongkong about the 14th June.

A LARGE piece of land with river frontage and deep water on the Pootung side, below the docks, has been secured by the Hamburg-America Line for the sum of Tls. 100,000, says a Shanghai paper.

NOTICE.

Our Special Edition is now on sale and may be obtained on application. Price fifty cents. Intending purchasers are advised to order early. See advertisement appearing elsewhere.

THE S.S. *Munchen* when she is safely docked next Tuesday or Wednesday, should be an interesting sight, showing how under special circumstances solid sheets of iron can be torn and crumpled like paper.

SHANGHAI papers report that telegraphic news was received there on the 26th inst. of a great fire at Tongku, believed to be the work of incendiaries, and that the German and Russian Commissariat stores and other buildings were destroyed.

A SPECIAL wire to the *New Press* dated Peking, May 26, says:—In Legation Street a German Marine has been fired at and wounded in the leg by an American sentry, as the result of obstreperous behaviour on the part of the German soldier.

WE draw our readers attention to the advertisement in another column of the well-known Green Island Cement Company, where it will be seen that the price of cement has been advanced 50 cents per cask and 30 cents per bag, of 375 lbs. and 250 lbs. respectively. The increase dates from to-morrow, June 1st.

WE shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, *Hongkong Telegraph Co., Ld.*, 50 Queen's Road Central. The wrapper will enable us to check the delivery coolies.

A GERMAN sailor from H.I.G.M.S. *Worth* committed suicide at the latter end of last week by jumping into one of the pools off the North Honan Road, Shanghai. It seems the man first of all stripped off his clothes and threw them into the water and then jumped in. His body was recovered by some ricksha coolies.

THE Band of the Madras Light Infantry will play at the Hongkong Hotel to-morrow (Saturday) evening, from 8 p.m. to 9.30 p.m.:—

PROGRAMME.

1.—Serenade, ..."Love in Idleness" .....Macbeth.
2.—Selection, ..."Carmen" .....Bizet.
3.—Waltz, ..."Blanen-Donan" .....Strauss.
4.—Cornet solo..."The post in the forest" ...Shaeffer.
5.—Selection, ..."Faust up to Date" ....."Luta.
6.—Polka, ..."Iris" .....Farrell.

"God save the King."

IT has been found unnecessary to dock H.M.S. *Bonaventure* here, as the repairs to her copper can be executed by divers, so the vessel has been careened and the work is being carried out. She is expected to sail for home on Thursday next, to be paid off. Doubtless the Admiral will be sorry to lose her, as she has earned the reputation of being the smartest cruiser on the China Station.

THE *P. and T. Times* says the Provisional Government in Peking insist upon the garbage and refuse being removed from the houses and streets, and provide carts so that everything may be cleared up at least once in five days. But the Chinese responsible are too lazy to carry this out, and it is frequently ten days at a time before the carts go round.

A brigand chief, near Taku who had succeeded in obtaining a quantity of sugar and other things off a cargo boat in the river, and was engaging carts for the conveyance of his booty right under the nose of the police, when he was betrayed by the accidental dropping of his revolver, at sight of which he was immediately arrested.

THE Taylor-Carrington troupe gave their farewell performance on the 18th inst., says the *P. & T. Times*, to a somewhat small but intensely amused audience. Tientsin will not readily forget that it has seen "Trilby" at home, and there it did not somehow strike us as particularly comic, but judging from the politely smothered laughter on Saturday "Trilby," is capable of more bathos than pathos at times. The Taylor-Carringtons at least showed their discretion in reserving "Trilby," to the last, and if we might offer them a word of kindly advice we should say sacrifice it altogether from the repertoire and stick to farce. Mr. Taylor is good in broad farce and is occasionally well supported by his Company, but his ability seems worthy of a better setting than it has at present.

WE clip the following from *Sport & Gossip*:—

In the "Free Lance" Clement Scott who has made so many enemies of late in the theatrical profession, writing under the title "Thinking Aloud" makes the following statement with reference to his travels:

In Hongkong there was no vestige of amusement, but the English amateurs were in a state of active preparation; one of them, the best fellow in the world, unable to act, made me come up to his bachelor villa on the mountain and talk nothing to him but dramatic "shop" until four in the morning.

At Shanghai, as at Hongkong, the Europeans were excited about amateur theatricals. At both places they have erected handsome theatres, and from time to time at town halls or literary institutions, or hotels, I came across a single handed melancholy entertainer who worked desperately hard for a few dollars.

This hardly bears out our experience of "single handed" performers, but then how can we know; we are residents and the globe trotter in twenty minutes knows as much as we do in twenty years.

AT THE MAGISTRACY.

CUTTING AND WOUNDING.

Usman, an Indian quarter-master of the s.s. *Shantung*, was sleeping on deck last night, when a fellow quartermaster named Massat went up and asked him why he slept on deck. Usman got up, chased Massat round the deck and stabbed him in the shoulder and forehead. The Chief Officer came and separated them. Usman was sentenced to three months' hard labour by Mr. Hazeland this morning.

* * *

NEGLECTING TO REPORT PLAGUE.

For neglecting to report a case of plague which occured in his house, No. 1 Wa Hing Lane, Lung Chung was sentenced to a month's hard labour.

* * *

SAMPAN FOLK FINED.

Inspector Knap charged nine boatmen with allowing their boats to be within 300 feet of the Austrian warship *Donau*. Defendants all said they were sailing along, but were fined five dollars or fourteen days each. They paid up.

* * *

CAUGHT IN THE ACT.

Ching Pak Yau, a bricklayer, on returning from work, found Wong Chun trying to wrench the lock off his box. This little escapade cost Wong fourteen days.

* * *

DRUNK.

Albert Elbertson, a Norwegian seaman from the German steamer *Eva*, pleaded guilty to being drunk and incapable in the public street. Mr. Hazeland dismissed him with a caution.

* * *

NO LIGHTS.

Chan Hoi, like the foolish virgins, had no oil, and Tsui Shang had no matches. Hence they had no lights on their boats. Their foolishness cost them a couple of dollars each.

* * *

AN UNLICENSED DIVAN.

Opening an opium divan without a licence cost Ip Fai a hundred dollars or two months.

A DETECTIVE IN TROUBLE.

A Chinese detective charged an Indian employee of the Opium Farmer with assault and the Indian preferred a cross charge against the detective.

Mr. Francis, K.C., appeared for the Opium Farmer's employee

Li Wah, P.C. 241, stated:—On 28th instant at 2 a.m. I was on duty at the Canton Wharf in plain clothes. The s.s. *Powan* arrived at 1.15. At about 2 a.m. the passengers had all landed and the steamer's lights were turned out. I went on board and searched and then came away and was on my way to the station. Just as I got to the wharf gates a Chinese Excise officer stopped me and said, "I want to search you for opium." I said, "I am the detective of the wharf.—He touched me and I pushed his hand away. As I did so an Indian, the defendant, came up and caught me by the collar of my jacket and tore it. I said, "My policeman." I produced my truncheon and showed it to him. He then hit me on the jaw with his clenched fist and kicked me on my right leg. It was raining at the time and I produce the trousers to show the mark.

Mr. Francis here called attention to the fact that witness pointed to his left leg and this proved to be the one kicked.

Witness continuing.—I said, "I am a detective, how can you strike me? I will arrest you." He would not come with me so I caught him by the breast of his jacket, blew my whistle, and P.C. 654 came to my assistance and we brought Defendant to the Station. I charged him with assault.

By Mr. Francis.—I have been a constable over three years and have been in the detective force about 6 or 7 months. I was sent to the wharf by Mr. Hanson. I received my orders on the first of this month, my hours of duty were from 12.30 to 2 a.m. on that wharf. I have to look for rogues, vagabonds or people making a disturbance. I went on board the steamer on her arrival and left after the lights were turned out. I was looking for lazy people. Asked if any of the Police on the wharf knew him he said, "I don't look like a detective." Continuing.—I had no parcel. If the Indian Constable says I had a parcel he has made it up. It is like them. They do that. I cannot manufacture evidence. I declare and then I speak. The lamps on the wharf were alight. I told the Excise Officer he could arrest me. I did not press him hard. I only touched him slowly. I did not go to the wharf and tell all the Excise Officers that I would arrest them all. I know Lam Sam Yau. He was on duty on the wharf. I did not tell him to stop all searching of Chinamen on the wharf. If he says so he is lying. I went to the Opium Farmer's last night but made no disturbance. I knew Defendant was an Excise Officer. He did not say I was to come to the station. I took him. I did not assault the Chinese Excise Officer first. If I had poked him in the stomach he would have a mark. I know Kiar Singh by sight, he was not at the Police Station when I made the charge. I did not say in his presence that I would stop all the Excise officers searching people. I did not threaten to arrest all the Excise Officers. I did not knock Defendant down, I only shook him. I was sent to the Opium Farm yesterday to find the man who searched me so as to bring him before Mr. Baddeley. The man did not search me, he was about to do so. I had no parcel. I know a sailor on the *Powan*. I did not go to see him that night as I was on duty. I was stopped just at the entrance to the wharf. I had not just left the steamer but had walked right along the wharf to the entrance before I was stopped. The Excise Officer did not see me come out of the steamer, a watchman saw me and he knows me. I left the steamer about five minutes after the passengers.

Indian Constable 654, stated:—About four days ago at 2 a.m. I was on duty at the Canton—Wharf. The Excise Officers were outside the Wharf and I was inside. When half the passengers had landed I heard a noise. An Indian watchman called me. A little after a Chinese Detective blew his whistle. It was the complainant. I saw the complainant being held by the queue and in his right hand he had his truncheon. I saw complainant push defendant with his truncheon. I said to the defendant, "Don't strike him." I brought them both to the Station. I didn't arrest them. I simply brought them up to the Station.

By Mr. Francis.—When the whistle was blown half of the passengers had landed. I saw the two men holding one another outside the wharf. Defendant was pushing complainant with his hand as he had been caught by the jacket. Complainant had a parcel under his arm. I asked him what it was and he said shoes. There was one Chinese Excise Officer about. I was on duty from 10 p.m. to 2 a.m. Kher Singh is an Opium Farm watchman. Complainant didn't say anything about the Excise Officers searching people.

Complainant was then called and pointed out the Chinese Excise officer who stopped him.

P. S. William Smith, stated on the morning in question at 2.15 Defendant was brought to the Station by I. P. C. 654 and C. P. C. 241. P. C. 241 complained that Defendant had assaulted him in the execution of his duty at the Canton Wharf. He showed me a mark on his cheek and said Defendant had struck him. He then charged him.

By Mr. Francis. Defendant did not want to charge complainant. Defendant's jacket was a little torn at the throat. Complainant did not show any other mark nor did he say he was stopped by anyone else. He only complained of this man stopping him and wanting to search him. By His Worship.—He did not say he was kicked.

P. C. Bishen Singh, stated, I was on duty when Defendant was brought in and acted as interpreter. When he was brought in he told me that he had been assaulted by the Chinaman, but he made no charge when before the sergeant.

THE CROSS SUMMONS.

Iewan Sing then went into the box. He said, I am an excise officer and was on duty on the Canton Wharf four nights ago. I was outside the wharf searching people coming out. Defendant came out amongst a number of Chinese, carrying a bundle. He was not well dressed and not in uniform. He refused to be searched and I said I would take him to the Station. He would neither be searched nor go to the Station. I caught him by the left hand and he took me by the collar and gave me three bumps in the chest with his baton. I was the first who went up to him. I did not go to help a Chinese Excise Officer.

By Defendant:—I have been an Excise Officer three months. I don't understand Chinese. I did not make the mark on my chest myself, it was done by your baton. Your were angry when you struck me. I warded off your blows with my hands.

By His Worship.—The bundle carried by the Defendant was brought to the Station. It contained shoes.

Chow Min, an Excisemen, stated, I was on duty at the Canton Wharf four nights ago. About 2 o'clock a lot of passengers were coming down. Defendant was amongst them and had a bundle in his hand. He then went on to describe the assault similarly to the previous witness and said that he did not see the Indian assault the Defendant.

By the Defendant, I was near the wharf. There was no light. I was six or seven yards away. You struck the Indian three times and kicked him three or four, I did not hear you blow your whistle.

Lun Chun, an Excise Officer, was on Canton Wharf four nights ago. He did not see Defendant.

Mr. Francis pointed out to His Worship how difficult it was for the Opium Farmer to conduct his business unless his Excise Officers kept a strict watch on people landing. There was nothing to show that the man was a detective, and his story was a trumped up one. He asked that the charge against his client be dismissed, and that the detective be made an example of.

Mr. Hazeland made some strong remarks upon the detective's conduct, dismissed the case against the Indian and fined the detective $25 or six weeks' hard labour.

SANITARY BOARD.

At yesterday's meeting of the Hongkong Sanitary Board the Hon. W. Chatham (Acting Director of Public Works), took the chair. There were also present: The Hon. F. H. May, C.M.G., (Vice President), Lieut.-Colonel Hughes, Dr. Bell (Actir. Principal Civil Medical Officer), Mr. Brewin (Registrar General), Mr. E. Osborne; Dr. F. Clark (Medical Officer of Health), Mr. Fung Wa Chuen, Mr. Chan A Fook, and Mr. G. A. Woodcock (Secretary).

The President spoke as to the lighting of the Central Market, and without discussion the matter was left to a subsequent meeting.

Mr. E. Osborne complained about the refuse of the town being dumped on the Reclamation. Previous to shipping away by the dust boats this rubbish and filth was pecked over by all and sundry and without regard to any danger of carrying the infection. Anything of the slightest value was carried away and presumably sold and distributed. He advocated a garbage destructor to promptly do away with the whole of the refuse of the town.

Dr. Clark explained that at present all rubbish had to be thrown down in the front, pending shipment as the dust boats were available.

Dr. Bell spoke in favour of Mr. Osborne's opinions and hoped by appealing to the Government to induce them to supply at least two destructors to cope with the growing demands of the City in this matter.

The President asked if the Board requested Destructors merely for destroying rubbish from plague houses or, for all the rubbish of the City, mentioning that this rubbish was of a highly inflammable nature.

Mr. Osborne said the dumping of rubbish on the front was bad enough, but complaints had been made that the amount dropped over the sides of the dust boats had caused silting up on the front.

The President put the proposal to the meeting, proposed by Mr. Osborne seconded by Dr. Clark, carried. There was one dissentient, Mr. Brewin.

The President laid before the Board plans of the proposed Model Dwellings as advocated by H.E. the Governor.

Mr. Osborne said that before binding themselves to any policy, they should have the opinion of the people who would have to live in these houses, viz., the Chinese.

Mr. Fung Wa Chun offered to take the plans and supply the Board with the information required.

The matter was adjourned for two weeks.

The correspondence with reference to the Medical Officer of Healths Report was laid on the table without discussion.

Dr. Clark then spoke as to the sale of Crown Lands without reference to the Sanitary Board. There was a great need for spaces for public purposes. As far back as March last year the Sanitary Board had applied to the Government for a space for public latrines and had been met with the reply that it was not available, having been sold. The Government should be approached that all spaces, before being sold, should be submitted for the recommendation of the Board to be used as thought necessary for baths, latrines, markets, &c. The new road between Hongham and Kowloon, now rapidly being built upon, was not more than thirty feet wide and in his opinion should be seventy-five feet wide. If the Sanitary Board had been consulted they certainly would have suggested widening before the lands adjoining had been sold.

Mr. Osborne seconded Dr. Clark's resolution and spoke as to the roads in the New Territory being too narrow. He thought they should look forward and secure plenty of open space now instead of having to re-purchase at a later date.

The President agreed as to recommending to submit to the Sanitary Board any proposed sale of Crown Lands in the new Territory, but did not consider it practicable for the Government to submit to the Sanitary Board's recommendation every detail of the sale of small portions in the City of Hongkong. He also pointed out that the new road mentioned, at the time of planning was considered sufficiently wide, but in light of present requirements a parallel road was under consideration. If Dr. Clark would amend his motion only to include outside districts he would support it.

Hon. F. H. May said the Sanitary Board should look out beforehand for these matters and petition the Government and keep on petitioning for what they wanted and not lament not being able to get what they wanted when it was too late.

Mr. Osborne would add "That the Government should supply plans, showing all vacant spaces in the City and proposed laying out of each district."

The resolution, as amended, was carried unanimously.

Dr. Clark rose to propose the next resolution, standing in his name, with regard to conserving all the fresh water now running to waste, the same to be utilized in flushing sewers and storm water drains. Dr. Clark said this matter was brought to the notice of the Government as far back as 1882. But it was proved that without continual worrying nothing would be done. Mr. Chadwick, in his August report of 1882 insisted that the waters in the nullahs running to waste must be utilized for flushing purposes.

The President remarked that the nullahs were only running about 4 months in the year.

The Vice President said the Government recommended drastic measures to be taken in 1887, but these were nullified by the action of the opposition in the Legislative Council, also public opinion afforded them no support.

Again in 1894 the backbone of measures brought forward by the Government was taken out, rendering them non-effective.

In 1898 useful measures including height of buildings &c. were rendered abortive by the action of the opposition and public opinion. The Government gave way.

Dr. Clark in support of his motion, said, sensible public opinion was with him entirely, although perhaps not represented in the Legislative Council.

Mr. Osborne thought they should not wrangle over the past but should look to the future. The Government could carry anything through.

The resolution was carried unanimously.

The third resolution in the name of Dr. Clark "That sea water from the harbour should be pumped up and used for flushing" was

seconded by Dr. Bell, who strongly recommended salt water being used in the probable inadequate supply of fresh.

The President took exception on the score of the expense, costing as it would about $8000 a year.

Carried unanimously.

After some further discussion Dr. Clark rising to the fourth resolution in favour of the trapping of all inlets to the storm water drains, strongly put forward the necessity of flushing either by fresh water or salt, if fresh was unprocurable.

Mr. Osborne said with the extension of the City all the fresh water would be required for domestic purposes.

Hon. F. H. May doubted if Mr. Osborne knew much about separate draining, also doubted if he had even read the expert's opinion on same.

Mr. Chan A Fook thought that one tank would do for receiving both fresh and salt water as available.

The resolution was carried.

The Hon. F. H. May and Mr. Brewin being against the proposal with regard to the removal of plague cases, it was explained that new ambulances of an improved type were being built and would be shortly in use. This completed the business.

THE ALLEGED BRIBERY CASE.

The case in which Percy Thomas Crisp, an Inspector of Buildings in the Public Works Department, was charged on remand before Mr. Hazeland with accepting a bribe of $40 from Cheung Sui-Kee, came up for hearing this morning.

Hr. Bowley appeared for the prosecution and Mr. J. J. Francis, K.C., instructed by Mr. Reece, for the defendant.

Mr. Francis apologised to His Worship for the trouble he had given to Mr. Bowley in being absent, and thanked him for his consideration in holding over the cross-examination.

Chief Detective Inspector Hanson recalled, corrected his former evidence by saying that he found the notes in Defendant's pocket with the case, not in the case itself.

By Mr. Francis.—The Savings Bank Book was in the same pocket. Defendant saw Witness reading the Bank Book in the Charge Room before he commenced his statement. Witness was not personally acquainted with Defendant previously to his arrest. When the sketch was mentioned in the Defendant's statement Witness asked for it and Defendant handed it over and it remained in Witness' possession until given to the Crown Solicitor. Mr. May directed Witness to send P. C. 292. The selection was not made by Witness nor did he see Complainant when Mr. May gave the detective his directions. P.C. 292, concluded twenty-five year's service a short time ago. He gave security on being re-sworn.

Here Mr. Hanson went to ascertain the names of the sureties. Capt. Supdt. May, cross-examined by Mr. Francis said—He sent P. C. 292 because he had confidence in him. So far as he knew the man had no connection with the case. He was not sent at the Complainant's suggestion and witness was not aware, even now, that he was related to Complainant.

Mr. Hanson having returned, stated that the surety for P.C. 292 was Hang Shu, half owner of a fresh fish shop named the Hop Shing, No. 132 Central Market. The date of the security was 1st February last. Witness gave P.C. 292 his orders to go to Complainant's house on the 23rd April. It was between 11 and noon. The Detective reported on the afternoon of the 23rd that Mr. Crisp had not come to the house. Witness told him the affair concerned a Public Works official. He did not think he mentioned Mr. Crisp's name. The detective's orders were repeated on the morning of the 24th April.

P.C. 292, Cross-examined by Mr. Francis, in English, said, He had been 25 years in the force. Asked as to when he was re-sworn he said he did not understand. He lived at 25 Victoria Street. On questions being put as to the number of storeys and what the walls of the house were made of being put, Witness said he did not understand.

How many tie-rods are in your house?

I don't understand.

I went to Complainant's house at 9 a.m. on 24th April. The Defendant was arrested at 11.30 a.m. I saw the notes. I saw the Complainant take them out, count them on the table, and put them on the desk in front of Defendant.

Did he count them out loud?

I do not understand.

Did you see the notes in Captain May's office on the 23rd when they were marked?

No.

I first saw the notes at No. 9 Old Bailey. I was there at 9 a.m. Defendant came at 10.45. I first saw the complainant when I got there at 9 o'clock. I was in the sitting room from 9 o'clock to 10.45 when the Defendant came. Complainant showed me the notes before Defendant came. I saw what Bank the notes were from and what denominations. I had made a note of the numbers on the 23rd. On that day I waited at Complainants house from 10.45 a.m. to 6 p.m. At six o'clock Complainant said it was no use stopping longer as the European was not coming. Complainant said Defendant had asked him for money two or three times. The Chinese accountant was there all day on the 23rd. When Defendant came on the 24th I was sitting in a chair near the window and the accountant was sitting at a desk in the middle of the room. The accountant was in the room all the time. There was not much furniture in the room, not any furniture. There were two cubicles and a sitting room on the same floor. The sitting room had an English desk and a Chinese table in it. The doors of the cubicles were open and the Defendant went into them. Complainant went with him. Complainant and Defendant spoke English the whole time. The Defendant did not go on to the upper floor. The accountant is the servant of Complainant. I had never seen or heard of Complainant before. I was sent to 362 Queen's Road by Mr. Baddeley after the Defendant was arrested. The first person I heard speak about money at 9 Old Bailey was the Defendant, who said, "You must give me fifty dollars." I did not understand what was said before. I did not understand their talk about the roof and wall. I heard roof and wall mentioned but did not understand. I saw Complainant take out the notes, count them and put them in front of the Defendant. He didn't hide them at all. Defendent looked at them, folded them up and put them into his pocket. I did not see him take out a pocket book. I was so close that I could see one of the notes was a $25 one.

By Mr. Bowley.—I was sitting to the left of Defendant who was facing towards the wall dividing the room from the verandah. I sat near the left-hand wall looking out towards the street and was facing towards the left of the Defendant. Complainant was facing me. The first time I ever saw Complainant was on the 23rd April at a little after nine, just before he was pointed out to me by Mr. Hanson. I had never spoken to him before that.

Mr. Francis stated that he did not propose to proceed further with the cross-examination of witnesses and that the defence would be reserved.

Crisp was then formally committed for trial, bail being allowed as before.

CORRESPONDENCE.

We do not necessarily endorse the opinions expressed by Correspondents in this column.

A SUGGESTION.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

DEAR SIR,—Will you kindly permit me through the medium of your columns to make a suggestion for preventing the further ravages of bubonic plague, and which I modestly submit for the serious consideration of His Excellency the Governor and the Sanitary Board.

My proposal is that the Government be asked to distribute a few dollars worth of crackers and allow the Chinese (and in particular those located in the densely packed lanes the atmosphere of which is more or less vitiated) to indulge, for a few days and within specified hours, in the firing of crackers. The proposal may at first sight seem a little queer, and the inconvenience entailed by cracker firing may meet with some objection on account of their noise, but when it is remembered that firecrackers act as powerful fumigant from the nature of their composition, I think a little inconvenience would be more than repaid by its beneficial use. Such at least was the opinion of a well known medico some years ago, when the subject of plague was then being discussed, and I hope that the experiment will at least be given a fair trial.

Thanking you in advance for the insertion of these lines,

I remain,

Yours faithfully,

SULPHUR.

Hongkong, 30th May, 1901.

COMMONERS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—If, as your correspondent, "Another Malcontent," suggests, a band performs on the Cricket Ground, we hope the Sanitary Board will pass a resolution to prohibit drums. We have too much drum in Hongkong bands. As to his remark about Commoners, we are not aware that there are any residents in Hongkong except Commoners. H.E. is a Commoner.

Yours,

BACILLUS.

Hongkong, May 31st, 1901.

THE PLAGUE.

Number of cases reported up till noon of the 30th May, 1901	Chinese	874
	Other Asiatics	20
	Europeans	12
Number of cases reported during the past 24 hours	Chinese	27
	Other Asiatics	2
	Europeans	1
Total number of cases reported to date		936
Number of deaths reported up till noon of the 30th May, 1901	Chinese	827
	Other Asiatics	15
	Europeans	4
Number of deaths reported during the past 24 hours	Chinese	30
	Other Asiatics	0
	Europeans	1
Total number of deaths recorded to date		877

Since noon on Saturday last the cases and deaths are:—

Cases	Chinese	184
"	Other Asiatics	9
"	European	3
	Total	196
Deaths	Chinese	183
"	Other Asiatics	5
"	Europeans	1
	Total	189

The plague returns for last week were:—

Cases 200

Deaths 187

The returns for 29th May, 1894, were:—

Total deaths to date 533

New cases in previous 24 hours 41

Deaths in previous 24 hours 48

Patients under treatment 114

* * *

THE LATE MR. HARRY FAUNCH.

We regret to announce the death from plague of Mr. Harry Faunch, which occurred at 5 a.m. this morning at the Kennedy Town Hospital.

The deceased was for some years in the British Navy and Naval Yard and afterwards in the service of the Old Hoppo at Canton and the Imperial Maritime Customs. He then entered into partnership with the late Mr. J. Druse in the Praya East Hotel and continued there until the present time. Many a seafaring man in temporary straits will regret his death for many a long day to come.

* * *

We have to report another case of plague amongst Europeans. Mr. A. Cameron of the Eastern Telegraph Co. was taken sick yesterday and on Dr. Hartigan being called in pronounced it as a mild form of plague and recommended removal to Kennedy Town Hospital, which was accordingly done last evening. We are pleased to hear Mr. Cameron is progressing very favourably and hopes to be out in a few days. The case is a very mild one.

* * *

A case of plague, John A. D'Cruz belonging to the 22nd Bombay Infantry, was removed to hospital this morning.

* * *

A Portuguese named Francisco Rios of 42 Bridges Street was removed to Kennedy Town this morning.

* * *

The work of inspecting the drains in Beaconsfield Arcade is still being carried on, but up to the present the houses have been found in good condition.

* * *

The Praya East Hotel is closed and is being thoroughly cleansed and fumigated.

CANTON NOTES.

MISSIONARY CONFERENCE.

(*From Our Own Correspondent*).

CANTON, May 29th.

The Canton Missionary Conference met to-day. There was a good attendance. Rev. W. W. Clayson read a paper on the "Reflex Influence of Missions."

The reply of the Viceroy to the report of the Conference was read; the reply is as follows, and was sent to the U. S. Consul.

"I have the honour to acknowledge the receipt of your despatch, dated the 14th, of the 2nd Moon (2nd April) enclosing the important report of a representative committee of religious missions.

I found that the intention of the missionaries is to teach men to inculcate the practice of virtue and to do as they would be done by. This should be highly praised. I beg to say that instructions have been many times sent to the local authorities strictly directing them and the gentries to afford full protection to the Christians in the different places. They are not allowed to treat these instructions lightly. If any one gives trouble to the missions, I, when it is found out, will severely punish him and no forgiveness will be shown. There are numerous Converts peaceably pursuing their callings and not offending against the laws, but there are also some who use their position to oppress others and create trouble. The missionaries, coming from distant countries are not, so far as I am aware, acquainted with the conduct of every Convert. If the missionaries do not carefully investigate the conduct of the Converts they may be cheated and fooled by them. But if they find out any one who does not act properly they should dismiss him and drive him out from the mission.

With reference to international affairs I have instructed my sub-ordinates to have them justly transacted according to treaty. Moreover your country is the best and true friend of China. The action of your country is appreciated not alone by the officials and gentries, but also by the people. No one would disrespect the Americans. Your Honour need not be anxious about that."

There is a good deal of truth in what the Viceroy says about missionaries not knowing their converts and being fooled by them. The missionary knows this only too well. Yet if the Viceroy knew how many unworthy persons are turned out of the Church every year, he would, I think, be convinced that the missions have no desire to have bad characters connected in any way with them.

HONOUR FOR SIR CLAUDE MACDONALD.

The following letter from the Marquess of Lansdowne to Sir C. MacDonald respecting events at Peking is published:—

Sir,—I have received and laid before the King your despatch of the 24th December, inclosing a report, in continuation of those already received, with the accompanying maps, on events at Peking from the 20th June to the 14th August regarded from the military aspect.

As the present report completes your account of the siege and relief of the Legations, I desire to take this opportunity of stating how highly His Majesty's Government value these admirable and exhaustive records of an episode of the deepest historic interest.

The gallantry with which the defence was maintained by all the foreign forces engaged, more especially after the failure of the first relief expedition, and the consequent disappointment to the besieged, coupled with the energy and courage with which the efforts of the regular forces were seconded by the Legation staffs and other civilians, has commanded the admiration of the whole civilized world.

His Majesty's Government desire also to place on record their appreciation of the important part borne by yourself throughout this crisis. On the 22nd June, at the request of your colleagues, you took charge of the defence, a position for which, from your military training, you possessed exceptional qualifications; and from this date you continued to direct the operations of the garrison until the relief took place on the 14th August.

Information has reached His Majesty's Government from various sources that the success of the defence was largely due to your personal efforts, and more particularly to the unity and cohesion which you found means of establishing and maintaining among the forces of so many different nationalities operating over an extended area. Competent eye-witnesses have expressed the opinion that if it can be said that the European community owe their lives to any one man more than another, where so many distinguished themselves, it is to you they are indebted for their safety.

I cannot conclude this despatch without asking you to convey to Lady MacDonald the thanks of His Majesty's Government for her unceasing and devoted attention to the comfort and welfare of the sick and wounded. Her work, and those of the ladies who assisted her have earned the lasting gratitude not only of those who benefited by her ministrations, but also of their relatives in Europe who were kept for so many weeks in a condition of the most painful anxiety and suspense.

I am, &c.,

(Signed) LANSDOWNE.

AN ENGINEER OF THE "PREUSSEN" MISSING.

Mr. Müller, the fourth engineer of the German steamer *Preussen*, which left Kobe on the 19th instant, is reported to be missing. It appears he left Wright's Hotel, Yokohama, about one o'clock on the morning of the 18th instant, but had not returned to his ship when it left for Kobe. The man on watch, according to the *Japan Herald*, reported having heard the sound of some one falling into the water and shouting for help, but he could see nothing owing to the darkness. It is feared this was the missing engineer. The Water Police are making a search in the harbour for the body.

NORTHERN NEWS.

(From the *New Press*.)

THE COUNCIL OF REGENCY.

SHANGHAI, May 28th.

Prince Ching (the head of the Council) has appointed six officials as sub-managers of the Council of Regency, among whom are Na Tung, Senior Vice-president of one of the Boards, and Chen Kwai-tung, former governor of Shuntien prefecture, (Peking) and newly appointed Provincial Treasurer of Honan, whilst Li Hung Chang who it must be remembered, is Director-general of the Councils has also appointed six confidential officials as Sub-Managers, the names of whom are unknown.

TSUNGLI YAMEN A FOREIGN OFFICE.

News comes from Peking stating that in obedience to the rules laid down in the peace protocols, the Chinese Peace Plenipotentiaries have arranged with the Foreign Ministers to convert the Tsungli Yamen into a Foreign Office.

THE INDEMNITY.

It is understood that Li Hung-chang has arrived at a decision with the Foreign Ministers at Peking to complete the payment—450,000,000 taels within 45 years, together with interest at the rate of 4 per cent.

FONG TO BE PUNISHED.

A Wuchang despatch states that some time last year general Fong Yu Shen, commander of the Imperial Hupeh Rescue army, accompanied Hsi Liang, the then governor of Hunan and newly appointed director general of the Yellow River, towards the west with his troops numbering 2,500, under the order of Viceroy Chang Chi Tung, and after his arrival at Chihli, he was stationed at Chang-Chun-hsien (Chihli). It appears last month when he was crossing the border of Shansi province with his troops, he met a body of German troops. The German soldiers, suspecting that he was going to attack them, fired upon his troops at once with the result that the Chinese, instead of fighting retreated and fell into the hands of the Germans, together with 2,000 rifles and many rounds of ammunition. Upon this being known to Viceroy Chang Chi Tung afterwards, he became very angry at General Fong because of not keeping his troops up to the mark and of not previously making himself known to the Germans so as to avoid trouble. Chang at once wired to him ordering him to disband his troops and to await punishment.

It is also understood that Governor Tsen Chun Hsuan of Shansi has memorialized the Throne denouncing General Fong on the same grounds.

REFORM IN JAPANESE HOTELS.

A recent *Kokumin Shimbun* says:—

The *Jiji Shimpo* is strong in favour of a reform in the management of Japanese hotels. We are entirely in sympathy with our contemporary. That strange and yet time-honoured custom of giving tea-tip makes it very awkward for any person unaccustomed to travelling to put up in a Japanese hotel. The sum of the money paid as for tea is absurdly large. It is most usually larger than the amount of hotel fare itself. Foreigners travelling in Japan naturally do not know anything about this strange custom of ours and do not pay the tea-money according thereto and consequently it becomes necessary for a hotel keeper to charge these strangers more than double of the regular fare. This gives foreigners the bad impression that they are over-charged just because they are strangers. At any rate we think it with our contemporary to be of urgent necessity that a thorough and radical reform should be introduced in the management of our hotels.

NOTANDA.

CALENDAR.

MAY.

Meteorological means based on ten years' observations to 1893.

Barometer	29.867
Thermometer	76.2
Humidity	84.0
Rainfall	15.0

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.87	29.78
Temperature	78	77
Humidity	83	89
Rainfall	0.34	—

TO-DAY.

Friday, 31st May, 1901.

Chinese—*14th of 4th moon of 27th year of Kwang-sü.*

Sun—*Rises* .... *5hr. 16min.*

Sets .... *6hr. 37min.*

High water—*Morning* .... *7hr. 26min.*

Afternoon .... *9hr. 1min.*

Low water—*Morning* .... *0hr. 50min.*

Afternoon .... *2hr. 21min.*

ANNIVERSARIES.

1431—Joan of Arc burnt.

1844—Annexation of Natal.

1851—Hottentot rebellion in Kaffraria.

1859—The Austrians repulsed by the French at Palestro.

1875—Typhoon at Hongkong and Macao; loss of the *Poyang* with 180 lives.

1890—Capital of the Hongkong and Shanghai Bank increased to $10,000,000.

1894—Mr. Chappell, chief officer *R. C. Lekin*, and boat's crew drowned off Hainan Head.

1898—Admiral Schley bombared forts at mouth of Santiago harbour. Typhoon over at Manila.

1900—British Flag hoisted over the Government Buildings at Johannesburgh by Lord Roberts.

TO-MORROW.

Saturday, 1st June, 1901.

Chinese—*15th of 4th moon of 27th year of Kwang-su.*

Sun—*Rises* .... *5hr. 16min.*

Sets .... *6hr. 38min.*

High water—*Morning* .... *7hr. 51min.*

Afternoon .... *9hr. 47min.*

Low water—*Morning* .... *1hr. 24min.*

Afternoon .... *2hr. 58min.*

ANNIVERSARIES.

1974—Lord Howe's victory over the French.

1813—*Chesapeake* and *Shannon* action.

1853—Hospital of the Medical Missionary Soc. of Canton and Macao opened.

1848—Gold discoveries in California.

1868—Attempt to blow up the Hongkong Hotel.

1879—Prince Imperial killed by the Zulus.

1887—New Opium Agreement between Hongkong and China enforced.

1891—Anti-foreign riots at Tanyang near Chinkiang.

1896—Anti-missionary outrage near Wenchow.

1897—The purchase of the Mount Austin Hotel by the Military announced.

AGENDA.

TO-MORROW.

Noon—U. S. Co.'s steamer *Doric* leaves for San Francisco via Shanghai, etc.

5 p.m.—C. M. Co.'s steamer *Diamante* leaves for Manila.

SUNDAY, 2nd.

Daylight—D. & Co.'s steamer *Thales* leaves for Coast Ports.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—

May 24th.

Mr. McKersie, 2nd officer, s.s. *Kaifong*, resigned.

The officers of the steamer *Nankin*, are Commander C. J. Benton; chief officer, D. Asbury; 2nd officer, G. Clark; 3rd officer, K. Tulloch; 4th officer, T. Powel, chief engineer, J. Caie; 2nd engineer, MacLachlan; 3rd engineer, Woolf; 4th engineer, Scott.

Mr. Lighman late 2nd officer, *King Sing*, appointed 2nd officer of the s.s. *Taisang*, in place of Mr. Ulitt gone to Hospital, Shanghai.

Mr. G. Rollo has been appointed 2nd officer, *Kiukiang*.

Mr. W. McIntosh, chief officer, *Pekin*, has gone master, *Tamsui*, pro tem.

Mr. Jas. Whyte, chief engineer, *Kansu*, is on leave.

Mr. Jas. McNair, supernumerary 2nd engineer, *Pekin*, has gone acting chief engineer, *Kansu*.

Mr. John Smart has gone 3rd engineer, *Yiksang*.

Mr. F. Davis, 2nd officer, *Fooksang*, is transferred supernumerary 3rd officer, *Wosang*.

Mr. W. L. Marsh has gone acting 2nd officer, *Fooksang*.

Mr. Jas. Wheeler, chief officer, *Choysang*, is appointed acting master, *Pechili*.

Mr. MacDougal, 2nd engineer, *Honam*, from sick leave, has rejoined his ship.

May 29th.

Captain W. Blake, from home leave, resumes command of the *Kwangping*.

Captain Jenkins, has been appointed in command of the s.s. *Chwn Shan*.

Mr. J. D. Jenkins has been appointed chief officer of the s.s. *Chwn Shan*.

Mr. W. Merry, second engineer of the s.s. *Chwn Shan*, has resigned.

Mr. W. Anderson, 3rd engineer of the s.s. *Chwn Shan* has been promoted to 2nd engineer, vice Mr. Merry, resigned.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Indian (*Chelydra*) 3rd prox.

French (*Sydney*) 4th prox.

American (*Peru*) 8th prox.

Canadian (*Empress of India*) 17th prox.

American (*Coptic*) 18th prox.

* * *

The N. Y. K.'s steamer *Tosa Maru* (American Line) left Shanghai for this port 31st inst., and is expected to arrive here on the 2nd prox.

* * *

The N. P. Co.'s steamer *Tacoma* sailed from Yokohama for Tacoma on the 30th inst., also the steamer *Queen Adelaide* sailed from Yokohama for Hongkong on the 30th inst.

* * *

HONGKONG AND WHAMPOA DOCK RETURNS.

U.S.S. *Bennington*	at	Kowloon	Dock.
Union	"	"	"
Descartes	"	"	"
Juno	"	"	"
Natuna	"	"	"
Iris	"	"	"
Burnside	"	"	"
Meade	"	"	"
Athenian	"	"	"
Colonies	"	Cosmopolitan	"
Falsham	"	"	"
Munchen	"	"	"
Simongan	"	"	"
Wongkoi	"	Aberdeen	"

SHIPPING.

ARRIVALS.

ENDYMION, British cruiser, 7,350, A. W. Paget, 30th May,—Wei-hai-wei 24th May.

SARNIA, German steamer, 2,052, T. Paetaw, 30th May,—Moji 25th May, Coals.—Carlowitz & Co.

ST. ENOCH, British dredger, 650, R. Rawcliffe, 30th May,—Wei-hai-wei 25th May.

SARDIS, American schooner, 240, B. Harner, 30th May,—Kobe 9th May, Coal.—Order.

FUSHUN, British steamer, 1,500, W. H. Lunt, 30th May,—Canton 30th May, General.—C. M. S. N. Co.

NIPPON MARU, Japanese steamer, 3,437, W. W. Greene, 31st May,—San Francisco 3rd May, Honolulu 10th, Yokohama 23rd, Kobe 24th, Nagasaki 26th, and Shanghai 28th, Mails and General.—P. & O. S. N. Co.

HAILOONG, British steamer, 783, H. Bathurst, 31st May,—Foochow 28th May, Amoy 29th, and Swatow 30th, General.—Douglas, Lapraik & Co.

MELPOMENE, Austrian steamer, 1,854, Matcovich, 31st May,—Shanghai 27th May, General.—Sander, Wieler & Co.

PELAYO, British steamer, 1,100, F. Prynn, 31st May,—Foochow 29th May, General.—G. McBaim.

MARECHAL DE VILLARD, French bark, 1,171, Rional, 31st May,—Cardiff 4th Jan., Coals.—E. A. Trading Co.

WOSANG, British steamer, 1,127, R. Johns, 31st May,—Canton 30th May, General.—Jardine, Matheson & Co.

TAISANG, British steamer, 1,544, R. C. Bradley, 31st May,—Canton 30th May, General.—Jardine, Matheson & Co.

NUEN TUNG, German steamer, 1,341, C. Schönberg, 31st May,—Sydney 2nd May, General.—Melchers & Co.

Clearances at the Harbour Office.

Loongsang, British str., for Manila.

Sentili, French str., for Canton.

Wosang, British str., for Shanghai.

La Rhone, French str., for Canton.

Kongnam, British str., for Canton.

Devawongse, German str., for Hoihow.

Prometheus, British str., for Shanghai.

Duke of Fife, British str., for Moji.

Chwnshan, British str., for Amoy.

Eva, German str., for Batavia.

Shantung, British str., for Amoy.

Departures.

May 31, *Inaba Maru*, Jap. str., for London.

May 31, *Eastern*, British str., for Australia.

May 31, *Ceylon*, British str., for London.

May 31, *Chwnshan*, British str., for Amoy.

May 31, *Taicheong*, German str., for Mauritius.

May 31, *Gwalior*, British transport, for Taku.

May 31, *Diamante*, British str., for Manila.

May 31, *Loongsang*, British str., for Manila.

May 31, *Wosang*, British str., for Shanghai.

May 31, *Segovia*, German str., for Singapore.

May 31, *Shantung*, British str., for Sourabaya.

May 31, *Devawongse*, Ger. str., for Bangkok.

Passengers—Arrived.

Per *Melpomene*, from Shanghai—Mr. Czech.

Per *Hailoong*, from Coast Ports—Dr. Cameron, Dr. McDougall, Mr. A. D'Cruz Roza, and 89 Chinese.

Per *Nippon Maru*, from San Francisco, &c.—Mrs. J. C. Howe, Mr. C. H. King, Prof. Perry Hayne, Mr. Oscar Sutro, Mr. and Mrs. K. Matsuda, Capt. and Mrs. C. H. Barth and child, Messrs. E. C. Newcomb, L. C. Carlton, Misses M. E. Norton, J. Finlay, C. E. Finlay, Mr. and Mrs. F. L. Fernald, Mr. J. H. King, Mrs. Wm. Whiley, Capt. J. Austen, Mr. H. U. Jeffries, Major and Mrs. L. M. Maus, Misses M. and L. Maus, Messrs. R. O. Rutherford, G. F. Fry, A. D. Niskern, F. R. Wardle, Mrs. F. Morton and son, Mr. and Mrs. A. Rosenthal and 2 children, Mr. Toy Lun Yick, 104 Chinese and 1 Japanese.

Per *Nuen Tung*, from Sydney—Messrs. Mehrens, Gleichmann, Stimson—Misses Edill Stimson, Yeoli Stimson, Mr. Lewis Stimson, and 10 Chinese.

Departed.

Per *Inaba Maru*, for London, &c.—Consul-General and Mrs. C. Crespo, Capt. C. Tamari, I.J.N., Messrs. W. Beck, I. Noda, H. Matsunami, O. Watanabe, T. Muchizuki, H. Kodama, M. Hashiguchi, Mr. and Mrs. Kock, Dr. G. C. Powell, Messrs. T. Nagai, Kawabe, A. R. Switzer, E. W. Harris, Mr. and Mrs. J. Kennedy, Misses Kennedy (2), Miss Kathleen Jones, Master Reggie Jones, Mr. and Mrs. H. Clark, Master John Clark, Messrs. H. R. Brown, B. A. Ballantine, L. Derewinter, A. Vandoeslack, J. Sarens, T. Billiert, F. Debra, I Moorkans, M. Lonwarck, H. Hoskins, Van Hoeydonck and F. Gys.

Per *Ceylon*, for London from Yokohama—Mrs. Kantz, Messrs. P. and H. Le Prevost. From Shanghai—Mr. and Mrs. Deighton Braysher, Messrs. W. H. Lovatt and W. Dunnett. From Hongkong—Mrs. Huke, Miss Robins, Messrs. J. L. and W. T. Davis. For Singapore—Messrs. D. Beatty, W. Peacock, A. H. Wrightson and C. R. Wynter.

Miscellaneous Exports.

The British steamer *Ceylon*, Hongkong to London, (optional Goole), 31st May, took:—166 bales Waste Silk; for London, (optional Manchester)—130 bales Waste Silk; for London—2,445 packages Fire-crackers, 274 bags Copper Ore, 245 rolls Mats, 126 boxes Tea, 30 cases P. L. Fans, 59 bales Canes, 30 cases Canes, 28 cases Blackwoodware, 29 cases Chinaware, 30 cases Cassia, 10 cases Broken Cassia, 16 cases Porcelain, 15 cases Effects, 5 bales Coir, 1 case Screens, 6 cases Bambooware, and 5 cases Curios.

SHIPPING REPORTS.

Capt. R. Rawcliffe, of the steamship *St. Enoch*, from Wei-hai-wei, reports:—Smooth sea all the way.

Captain C. Schonberg, of the steamship *Nuen Tung*, from Sydney, reports:—Fine weather all the way.

Captain C. Matcovich, of the steamship *Melpomene*, from Shanghai, reports:—N.E. winds and light N. breeze with smooth sea.

Capt. H. Bathurst, of the steamship *Hailoong*, from Swatow, Amoy, and Foochow, reports:—Foochow to Amoy fresh N.E. winds and fine weather. Amoy to Swatow light E. winds and fine weather. Swatow to port moderate E. winds and clear. Vessels in Swatow:—*Tai Lee*, *Feiching*, *Foochow*, *Tientsin*, *Macedonia*, *Hunan*, *Eldorado*, and *Telemachus*.

STEAMERS EXPECTED.

Names.	*From*	*Due.*
Tosa Maru	Shanghai	June 2nd
Chelydra	Singapore	June 3rd
Chingwo	Singapore	June 3rd
Sydney	Singapore	June 4th
Java	Singapore	June 4th
Bormida	Singapore	June 4th
Kaga Maru	Japan	June 4th
Kanaga Maru	Japan	June 5th
Peru	San Francisco	June 8th
Kagoshima Maru	Bombay	June 14th
Empress of India	Vancouver	June 17th
Coptic	San Francisco	June 18th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

SWATOW WEEKLY SHIPPING REPORT.

(*May 25th, 1901.*)

ARRIVALS.

Date.	Vessels.	Where from.	Agents.
May 19	Haiting	C'foo & Newchwang.	C. M. & Co.
" 19	Paoting	Newchwang & Amoy	B. & S.
" 20	Ichang	Shanghai	"
" 20	Dagmar	Hankow & C'kiang	M. & Co.
" 20	Hailoong	Hongkong	J. M. & Co.
" 20	Maidzuru Maru	"	B. & Co.
" 20	Leeyuen	Wuhu & Chinkiang	C. M. & Co.
" 20	Namyang	Hongkong	J. M. & Co.
" 20	Chinkiang	C'foo & Newchwang.	B. & S.
" 21	Shantung	"	J. M. & Co.
" 21	Fooksang	Shanghai	"
" 21	Kweilin	"	B. & S.
" 22	Haimun	Hongkong	J. M. & Co.
" 22	Kansu	Moji	B. & S.
" 22	Ningpo	Chefoo & Amoy	"
" 22	Charterhouse	Amoy	L. Y. & Co.
" 23	Haitan	"	J. M. & Co.
" 23	Taiwan	Shanghai & Amoy	B. & S.
" 24	Taisang	Shanghai	J. M. & Co.
" 24	Anping Maru	Hongkong	B. & Co.
" 24	Akashi Maru	Amoy	"
" 24	Sishan	Hongkong	"
" 24	Daijin Maru	Amoy	"
" 24	Wingsang	Hongkong	J. M. & Co.
" 25	Chefoo	Wuhu	B. & S.
" 25	Irene	"	C. M. & Co.

DEPARTURES.

Date.	Vessels.	Destination.	Agents.
May 19	Quarter	Hankow & C'kiang	M. & Co.
" 19	Choysang	Shanghai	J. M. & Co.
" 19	Kiukiang	Foochow	B. & S.
" 20	Maidzuru Maru	Amoy	B. & Co.
" 20	Sabine Rickmers	Hongkong	"
" 20	Hailoong	Amoy	J. M. & Co.
" 21	Namyang	Saigon	"
" 21	Benlarig	"	B. & Co.
" 22	Haiting	Shanghai	C. M. & Co.
" 22	Haimun	Tamsui	J. M. & Co.
" 22	Paoting	Shanghai	B. & S.
" 23	Ichang	"	"
" 23	Charterhouse	Singapore & Penang.	L. Y. & Co.
" 23	Kansu	Amoy	B. & S.
" 23	Haitan	Hongkong	J. M. & Co.
" 24	Leeyuen	Shanghai	C. M. & Co.
" 24	Fooksang	Foochow & Shanghai	B. & S.
" 24	Daijin Maru	Hongkong	B. & Co.
" 24	Taisang	Hongkong & Canton	J. M. & Co.
" 24	Anping Maru	Amoy	B. & Co.
" 24	Akashi Maru	Hongkong	"
" 24	Wingsang	Shanghai	J. M. & Co.
" 25	Taiwan	"	B. & S.
" 25	Kweilin	"	"

SHIPPING IN PORT.

Date.	Vessels.	Where from.	Agents.
May 20	Chinkiang	C'foo & Newchwang.	B. & S.
" 21	Shantung	"	J. M. & Co.
" 22	Ningpo	Chefoo & Amoy	B. & S.
" 24	Sishan	Hongkong	B. & Co.
" 25	Chefoo	Wuhu	B. & S.
" 25	Irene	"	C. M. & Co.

A STORY OF THE CENTURY.

Here is a quotation from an old friend of mine and of yours—a doctor, one of the wisest, most kindly-hearted, and successful of the men who compose his useful profession.

"One thing," he says, "I have been telling my patients for the past forty years, that, so far at least as the science of medicine is concerned the human mind is merely a name for a group of brain functions. The food in the blood acts chemically upon certain nerve centres, and this is mysteriously worked up into what we called reason. In other words, the condition of the mind depends upon that of the body.

"For example," continues the doctor, "there are people who are troubled by irritability, great mental depression, sleeplessness, mental hallucination, and those symptoms expressed by the general term '*nervousness*' (and who also fear insanity), who might either avoid such sufferings or be cured in a month, if they but knew that at the bottom of the whole business lie the poisonous products of imperfect digestion. *Ninety per cent. of all the cases of mental and nervous ailments in persons under fifty are directly due to dyspepsia.*"

Now we will listen to Mr. George Bath.

"For many years," he says, "my life was marred and spoilt by indigestion. At first only slight, the attacks became more and more severe as the years rolled by, until at last I was a mere physical wreck, a ready prey for every disease. My head was racked with pain, fierce darting, stabbing, rending pains, that almost drove me frantic. I had no relish for food, and what morsel I did swallow filled my body with wind and caused a most oppressive sense of fulness on the chest.

"What with a distressing sense of sinking in the stomach, and a constant feeling of sickness, through the foul state of my tongue, I felt, as I looked, of all men most miserable.

"This wretched existence—it wasn't life—I dragged on for *twenty years* with just a short respite now and then. Each year the disease tightened its grip, sapping my strength and vitality. Doctors examined me and gave me medicine. They lightened my purse but not my ills. At times I turned quite dizzy and faint, and got so nervous and depressed that I scarcely dared venture out of doors.

"My whole nervous system seemed unstrung; the slightest noise distressed me. Why, the ticking of a clock, in *another room*, was sufficient to keep me awake for hours, and a knock at the door would make me jump and tremble all over.

"*Friends shook their heads as they saw me tottering* about more dead than alive, and said 'Bath has not long to live, poor fellow.' That was six years ago, but I'm alive still and very much alive too. Why, I seem to be getting younger every day. Though I am now seventy years of age, I am so brimful of energy and animal spirits that I feel equal to anything. It was Seigel's Syrup that wrought the change, nothing else; I owe my life to its wonderful power.

"Now, forty clocks ticking wouldn't spoil my sleep, and food must be very indigestible indeed to upset me. I would rather lose £50 than be without Seigel's Syrup, for it has made a man of me, and added years of happiness to my life." George Bath, Trefusis Villa, Windmill Road, New Brompton, Kent. April 25th, 1900.

No word of the writer's can add one jot or tittle to Mr. Bath's frank and eloquent statement, the truth of which is vouched for by many independent witnesses, among them being Mr. John Semee, Relieving Officer, Medway Union, Chatham, and Mr. A. Durrant, Short Street, Luton Road, Chatham, to both of whom Mr. Bath is personally known.

Now turn back to the quotation from the old doctor, and you will learn what Mr. Bath's disease was. No, never mind, I will set it down here—it was dyspepsia. Oh, if my voice could but reach all the suffering men and women in dear old England, how I would shout to them the old doctor's deep saying and the story of Mr. Bath's illness and cure. Cut, as it is, we must take the chances of their seeing this report in print.—[*Advert.*]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KANAGAWA MARU ..... J. Mackenzie.....	KOBE and YOKOHAMA	FRIDAY, 7th. June, at Daylight.
KAGA MARU* ..... J. W. Ekstrand.....	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, KOBE, MOJI and YOKOHAMA	MONDAY, 10th June, at 4 P.M.
SHINANO MARU ..... J. E. P. Cook.....	MARSEILLES, LONDON & BARROW, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 14th June, at Daylight.
KAGOSHIMA MARU ..... K. Kori	MOJI, KOBE and YOKOHAMA...	TUESDAY, 18th June, at Noon.
SADO MARU ..... W. Thompson	KOBE and YOKOHAMA	FRIDAY, 21st June, at Daylight.
YAWATA MARU ..... A. E. Moses	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 21st June, at Noon.
MIIKE MARU ..... M. Yagi	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 21st June, at Noon.
HITACHI MARU ..... G. Anderson	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT-SAID	FRIDAY, 28th June, at Daylight.
ROSETTA MARU ..... N. Tate	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 28th June, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 31st May, 1901. [6

TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 11th June, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 4th July, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 30th July, at Noon.

THE Twin Screw Steamship

"NIPPON MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 11th June, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong 18th May [5

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVELLI," "INDRAPURA,"
"KNIGHT COMPANION,"
between
HONGKONG and PORTLAND (OR.,)
Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship

"INDRAVELLI,"

will be despatched for PORTLAND (OR.,) on MONDAY, the 10th June.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points.

For through Rates of Freight and further Information communicate with, or apply to
ALLAN CAMERON,
General Agent,
or to
SHEWAN, TOMES & CO.

[6296

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA
SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Braemar	3,601	W. Watt.....	June 7
Duke of Fife ...	3,821	J. S. Cox.....	June 28
Olympia	2,837	J. Truebridge	July 16

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4½ days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYEA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further Information as to Passage or Freight, apply to

DODWELL & Co., LIMITED,
General Agents.

Hongkong, 28th May, 1901 [4



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"COROMANDEL,"

Captain F. W. Vibert, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 8th June, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *vid* Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 28th May, 1901. [5

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"HILLGLEN"* .....14th June.
"LOWTHER CASTLE".....30th June.
"HEATHBURN" .....about 17th July.
"HUDSON".....
"JUPITER".....
"SATSUMA".....

* Calling at MANILA.

For Freight and further Information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 25th May, 1901. [4456

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;
Via
The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	SATURDAY, 1st June, at Noon.
"PERU"	TUESDAY, 18th June, at Noon.
"COPTIC"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GAELIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th August, at Noon.

THE O. & O. Company's Steamship "DORIC," will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 1st June, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Franscisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at $100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

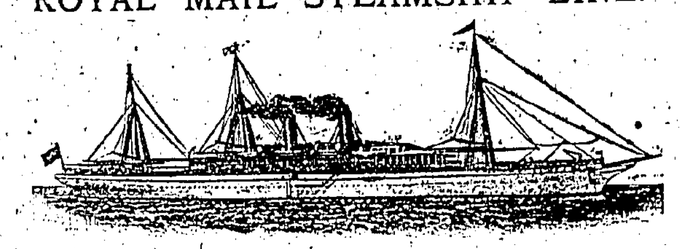
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than $100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 25th May, 1901. [1

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1901  1901

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 5th June.
EMPRESS OF INDIA ...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 26th June.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 17th July.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 15th May, 1901. [3

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WITTENBERG ... Hempel	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO).	12th June. Freight.
NUERNBERG..... Mayer	HAVRE and HAMBURG. (Calling at SINGAPORE).	25th June. Freight.
SAMBIA..... Schmidt	HAVRE and HAMBURG. (Calling at SINGAPORE).	25th July. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 27th May, 1901. [4316

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI.....	"WHAMPOA"	1st June.
ILOILO and CEBU	"KAIFONG"*	4th June.
MANILA and ILOILO.....	"SUNGKIANG"* ...	4th June.
WEI-HAI-WEI and TIENTSIN	"KWEIYANG" ...	5th June.
MANILA	"CHANGSHA"* ...	10th June.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE...	"CHANGSHA"* ...	10th June.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 31st May, 1901. [5[illegible]

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL.....	"GLAUCUS"	9th June.
"	"ALCINOUS"	14th June.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON.....	"DARDANUS"	11th June.
"	"MACHAON"	25th June.
"	"PROMETHEUS" ...	9th July.
LIVERPOOL (DIRECT) ..... (Taking Cargo at LONDON RATES).	"RHIPEUS"	6th June.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 29th May, 1901. [12

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"THALES,"

Captain Robson, will be despatched for the above Ports, on SUNDAY, the 2nd June, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 30th May, 1901. [581c

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIGI MARU,"

Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 2nd June.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 31st May, 1901. [226c

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 5th June, at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 23rd May, 1901. [321c

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO,
VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, The UNITED STATES, &c.

Belgian King..	3,379	about	June 20

THE Steamship

"BELGIAN KING,"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 20th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full: Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.

Hongkong, 29th May, 1901 [184c

"GLEN" LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENARTNEY,"

Captain Warner, will be despatched for the above Port, on or about the 20th June, 1901.

For Freight or Passage, apply to
McGREGOR BROS. & GOW,
Agents.

Hongkong, 18th May, 1901. [540c

"GLEN" LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship

"GLENGARRY,"

Captain J. S. Stevenson, will be despatched as above on FRIDAY, the 28th June.

For Freight or Passage, apply to
McGREGOR BROS. & GOW,
Agents.

Hongkong, 29th May, 1901. [579c

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA,"

Captain , will be despatched for the above Port on or about the 1st August.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 25th May, 1901. [527c

UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRANI,"

Captain , will be despatched as above on or about the 25th June.

For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 16th May, 1901. [529c

Intimations.

THE ROBINSON PIANO CO., LIMITED.

BEST VALUE IN

PIANOS.

MONTHLY PAYMENT SYSTEM.

TUNING. REPAIRS.
Our Speciality.
INSTRUMENTS.
STRINGS.

MUSIC.

Grand stock, reduced to clear.

Hongkong, 28th May, 1901. [571c

NEW MUSICAL PUBLICATIONS, MAESTRO A. CATTANEO.

GRAND MASS (with Organ Accpt).
No. 1 ALBUM (3 Songs, English & Italian).
No. 2 ALBUM (3 Songs).
The 'LILY' Waltz and 'ELIZA' Waltz.
NEW FEATURE:—
Pocket Edition of Pianoforte Music: including MARCH dedicated to Hongkong Volunteers and POLKA to Peak Residents.

444c] To be had of all MUSIC DEALERS.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOAP. JEYES' FLUID THE BEST DISINFECTANT DISINFECTANT SOAP.

AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 9th March, 1809. [27

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITH'S, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS,
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
Nos. 14 & 16, Queen's Road Central. [23

MEE CHEUNG,

PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN *Ice-House Road.*

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a speciality.

Hongkong, 22nd September, 1898. [40

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:—
SEA WITCH, American ship, Howes,—Master.
ADOLPH OPPIG, American ship, Amesbury,—Standard Oil Co.

A BLUNDER AT THE QUEEN'S FUNERAL.

The *Rangoon Times* is responsible for the following, presumably taken from a home paper:—

The sudden intractability of the Artillery horses at Windsor station was not the only hitch in connection with the funeral of Queen Victoria. There was another and even more awkward one in the mausoleum at Frogmore. The *contretemps*, writes a correspondent, did not occur under the public eye, and was kept a profound secret by the court officials and the few workmen who were cognisant of it, but in the neighbourhood of Windsor it has now leaked out that the late Queen's coffin was made too large for the granite sarcophagus in which it was intended to be placed. The mistake was discovered only on the night on which the remains arrived at Windsor Castle. The measurements then taken showed that the coffin was six or eight inches higher than the receptacle in which the Prince Consort's remains rested, and where a space was provided for her late Majesty's body. The discovery created great consternation among the Court officials and employes at Windsor. Orders were at once given to have an attempt made to deepen the sarcophagus, and stone-hewers were occupied at this work in relays all night. Not being accustomed to work in such a hard substance as granite, and the space being exceedingly circumscribed by the Prince Consort's coffin, little progress was made. There was also the danger of splitting the sides of the sarcophagus. When the granite receptacle had been hollowed out to the utmost extent that was considered safe, it was found that the top of the Queen's coffin would still be six inches above the top, and that consequently it would be impossible to close the sarcophagus. In this perplexing emergency it was decided, as a temporary expedient to have slips of wood made, six inches deep, painted to represent granite, and placed on the upper edge of the "walls" of the casquet. On these temporary supports the massive granite was [illegible] the placing of the wooden extensions and the lowering of the lid on them were tried before the coffin reached the mausoleum, and the arrangements were so well made and so carefully carried out that the royal and other personages who stood round the sarcophagus at what was supposed to be the final scene of the closing of the casquet were not aware of the hitch. Since then, it is understood, heavy mouldings of granite, from the same quarry in Aberdeenshire from which the stones for the sarcophagus were hewn over 30 years ago, have been ordered by the King. These additions to the sarcophagus have been shaped and polished in Aberdeen, and when completed they will be fixed into the casquet, which will then be permanently sealed. It will consequently stand six inches higher than it did originally.

AMERICAN CLAIMS FOR EXPULSION FROM THE TRANSVAAL.

A Washington despatch to the *S. F. Call*, dated May 2nd, states:—

Great Britain will be required to pay indemnity to American citizens expelled from the Transvaal if it can be established that they took no part in military operations against the British. These claims, including that of a man named Brown, whose mining concession and property were taken from him by the Government of the South African republic, amount to several million dollars.

The instructions sent to Ambassador Choate direct him to call the attention of the British Foreign Office to the claims and ask for an investigation.

The British Government has declined to discuss what are known as the Atlin claims, on the ground that the persons who filed them are British subjects and their redress is before the British courts. The claimants allege that they are American citizens. Their claims, growing out of the seizure of their property and the confiscation of their mines in British Columbia, amount to $15,000,000. The British Government alleges that before the men obtained possession of their claims they took out preliminary papers as British subjects. The men admit that they swore to some papers, the exact character of which they did not grasp. The State Department is taking no action in the matter.

THE U. S. AND A COALING STATION OFF VENEZUELA.

WASHINGTON, May 2nd.

Although the matter never has figured before the State Department, the Navy Department has been closely watching the happenings near Margarite Island, off the coast of Venezuela, which has given rise to the report that a German coaling station is to be established there. These facts have been reported to the department by some of the naval officers who commanded vessels which have cruised in those waters recently. Last year a German warship spent ten weeks in looking into the possibilities of Margarite Island, and this fact led to an examination on our own account, which developed the presence in this important strategic point of one of the finest harbours in South America, the possession of which would afford the United States or any other nation with a navy practical control of the Panama canal from the eastern shore.

Aside from this island some of the best naval authorities hold that the Gulf of Cataico, on the north coast of Venezuela, offers by far the most advantageous site for an American coaling station if one is to be located in that part of the world. In view of the reported German surveys in that quarter the naval authorities here are showing unusual interest in the points available for American use. The State Department never has been called upon specifically to construe the Monroe doctrine so far as it might relate to attempts by a European Government to secure a coaling station in the Gulf of Mexico or the Caribbean Sea.—*S. F. Call.*

ENGLAND'S NOBLEST SPORT.

I will not laud the football or
The gentlemen who kick it;
Nor ask your kind attention for
Some eulogy on cricket.
Though golf and hockey long ago
Created a sensation,
Old England's sons and daughters
Know a finer recreation.
It's oh, for the bounding celluloid!
Oh, for the six inch net!
No one denies there is exercise
In a fiercely fought out "set."
Oh, for the rally that's much enjoyed,
Oh, for the tuneful song,
When the racquets sing,
"With a pong and a ping,
And a ping, ping, pong!"

—*Punch.*

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Arthur, T.	Lyall, R.
Auger, Bishop Van	Laglaize, L.
Armistead, Miss A. J.	Liesa, Miss
Anderson, R. A. J.	Loher, A.
Awjmin, Miss	Larkin, A.
Ahern, J.	Leon, C.
Arthur, Mr.	Minchin, D. J.
Agathe, G.	Merry, Mrs. D. J.
Amor, G. A.	Menasché, L.
Amatouf, H. K.	Moore, J. W.
Burson, Chas.	Marcus, T. R.
Bryan, M. R.	McGregor, A.
Bernedo, J. G. G.	Mills, W.
Bird, W. B. M.	Maxwell, Lieut. D. H.
Bohm, O.	Myer, J. D.
Buhning, N.	Mattseen, J. F.
Bastchersky, M. de	Mui, Miss A.
Barton, A. L. L.	Mein, W.
Buissinné, W. T.	Morrison, Father.
Benhan	Massen, S. H. B.
Burroughs, Miss	Martin, B.
Ayror, A. C.	McDonall, Mrs. G.
Boyd, Mrs. J.	MacCallen, D.
Bergerowski, C.	McRobie, F.
Burton, H.	Maihlousky, P. von
Brutse George	McCubbin, J.
Brown, J. E.	Nicol, J. A.
Candler, W.	Neilson, E.
Chading, Brothers & Co.	Nishizaki, G.
Carpenter, F. G.	O'Beirne J.
Child, H. E. A.	Osawa, Miss
Chapman, W.	Owen, W. P.
Curtlidge, J.	O'Connor, Mrs. J. M.
Cowie, E. H.	Poernedo, J. G.
Callesen, Capt. V.	Paulsen, T.
Comie, Mrs.	Pillony, J. R.
Cahill, G.	Pastewsky
Cooke, L. F.	Patterson, J. H.
Craig, J.	Paisis, G.
Chanes, L. L.	Pintkowsky
Comrie, I. P.	Paul, V.
Chu, Miss R.	Parkinson, Dr. T. W.
Carrington, J. C.	Pereira, Miss S.
Cuncin, Mrs.	Plummer, H. B.
Colwell, G. J.	Perrault, E.
Cateson, A.	Prince, Miss.
Drewes, Capt. H.	Perkey, Mrs. S.
Dannenberg, Miss E.	Phillips, Mrs. A.
Darlington, H.	Wennberg, O.
Dautkewich, P.	Weber, Dr. E.
Dunbar, T. E.	Thomas, H.
Deus, W. P.	Touzalin, R.
Davis, A.	Starr, Miss E.
Dadson, W.	Samborn, F. G.
Dean, F. W.	Sheller, W.
Dabson, W. H.	Sylvester, F. W.
Downs, B.	Scaulan, J.
Donnels,	Rivingston, C. F.
Drake, Mrs. F. G.	Rose, R.
Etienne, C.	Ramos, A.
Etzel, L. L.	Read, Miss M. B.
Elkins, S. B.	Rushy, C. B.
Edmunds, H. W. S.	Roberts
Evans, D. A.	Riegen, Capt. A.
Frieburg, S. S.	Reid, Capt. T.
Fobris, G.	Ryder, J.
Freeman, Miss V. W.	Ruse, E. P.
French, Mrs.	Reynolds, R.
Fui, J. P.	Roose, A.
Goelz, F.	Rouss
Georgeson, J.	Read, Miss
Grant, J. K.	Reuterford, Mrs. H. H.
Grunstein, B.	Ratnaweerat & Co.
Gomes, J.	Reid, J. G.
Greenwood, T.	Solomon, Major L. L.
Green, Mrs. G.	Smith, W. A.
Garratt, S.	Saaid, J.
Grimes, J. B.	Stewart, Messrs. J. & G.
Gordon, J. A.	Sicon, E.
Graham, Miss L.	Stephen, A.
Grant, A.	Steel, Esq.
Gloreta, A. P.	Shrewsbury, R. W.
Hardy, R. J.	Stephens, G.
Hachez, H.	Stanley, N. L.
Hoag, P. V.	Sawada, Miss
Hooley, P. F. G.	Schuh, S.
Havermeyer, F. C.	Smith, C. T.
Huby, G.	Siv, R. T. P.
Harrison, Mrs. P.	Spieler, O.
Hamilton, Mrs. H.	Sing, A. H.
Hallard, F. J.	Santos
Heacock, A.	Swan, J. W.
Hay, Rev. N. E.	Turney, A. H.
Hark, G.	Thom, Capt. J.
Hall, B.	Tomyikkin
Hendersen, W. L.	Torre, T.
Heaney, Mrs.	Talbot, B. W.
Hawler, W. L.	Thornburgh Mrs. R. M.
Hakata, C.	Takenowchi, Miss H.
Harding, H. G.	Tischer, J.
Hastie, J.	Tsan, Mrs.
Harper, K. H.	Tong Hong
Harwood, T.	Underwood, J.
Hughes, E.	Venturini, A.
Hughes, Mrs.	Vanderpvel, Mrs. M.
Halsey, Miss D. B. G.	Walker
Johnson, J.	White, S.
Jeffries, Rev. M.	Westrop, Miss
Joasiano, S.	Wilkins, Mrs.
Jor, A. (Sailor)	Weedon, G.
Jenkins, C. M.	Welch, J.
Jannot	Will, W. N.
Jama, Mrs.	Wake, G. E.
Jansson, Andreas	Winekler, A.
Johnson, R.	Wheeler, I.
Kirkpatrick, M. C.	Woods & Co.
Kelper, G.	Wren, P. W. E.
Karmantz, S.	Wolfenden, H. W. H.
Kirk, R.	Watts, Mrs.
Kelton, W.	Williams, J. M.
Kuhn, F.	Ward, E.
Kneuzle and Streiff	Wallace, F.
Kukman, G. W.	Wheate, W. E.
Knapp, Jr., W.	Westcote, Mrs. H.
Kobruson, C. J.	Walker, J. D.
Lawring, C. C.	Young, W. R.
London, H. J.	Young, H.
Lester, H.	Yerex, J. A.
	Zinn, G. A.

List of Registered Covers in Poste Restante.

Ahmed Deen, I.P.C. 638 (2)	Johnson, C. E.
Abda Khan, I.P.C. 798	Jeewan Singh, I.P.C. 664
Blank, Miss A., Arrandale, Southport (1) Returned.	Koch, Carl
Buta Singh	Kader Hadjie Mohamed Abdul Kahn, R.
Bova and Co., Supt. Brewery.	Kemper, A. C.
Burkeh Alli Khan, I.P.C. 856	Lyons & Co., J.
Brimble, Capt. A.	Ludah Singh
Bortolo, B.	Lizarraga Hermanos
Bahal Singh	Mohamed Shah.
Bevera), Bonifacio	Montero, F. M.
Clarkson, G.	Massey-Lee, J. H.
Chunda Singh, I.P.C. 585	McKay, Charles
Clarke, J.	Morris, Capt. R., R.A.
Chao, H. Y.	Mondha Singh Mohamed
Crane, E. H.	Mayson, William
Cotewall, H. R.	MacVeagh, E.
Clydesdale, Miss	Marle, Hugo
Collins, H. M.	McNab, J.
Delhi, N. M. Khan	Mirza Sadig
Dean Singh, I.P.C. 547	McDonald, G.
Duff, A.	Noguoira, F.
Edwards, L.	Noguoira, M.
Fox, F. (2)	Nawab Khan, I.P.C. 637
Faimalee (Bombay)	N. C. III.
Felicie, Blaz	Nelson, A.
Fosulsane, A.	Ota (Manila), to Omuh, 5, Praya East, Wanchai, Hongkong.
Ferreira, F. X. P.	Ohsten, Madame
Fairin, G. (Singapore)	

Gahor Khan	Friis, E.
Gewanal Singh, I.P.C. 807	Pederson, C.
Garcia, R.	Preston, B.
Gulab Khan, I.P.C. 509	Ram Dhor Singh
Gunda Singh	Ryan, A.
Gleick, M.	Ramhall
Geary, Wm.	Roberts, J. (2)
Gonsaley, J.	Sultan Mahomed
Hand, J. (Manila), To Constancio Hand, Vic. Eng. School, Hongkong.	Shores, D. M.
Harwood, Thomas	Smith, Harry
Hasham Alli, I.P.C. 667	Schlichting, Mrs. (1pcl.) Shi Pui Ting. (Cosinopolitan Dock).
Hilton, St. John.	Staden, J. T.
Hazrat Khan, I.P.C. 616	Sammel & Co.
Hesa, Miss O.	Sückermann, G.
Hodge, Ed. G., Portland (Maine), Returned.	Stackwood, Mrs.
Hakan Singh, I.P.C. 602	Schuh, S.
Hall, J. L.	Tchervinsky
Harrison, R.	Teske, E.
Hall, Capt. F. (2)	Tilley, Capt.
Hoashi, S.	Ultam Singh
Haynes, J.	Uttu Singh, I.P.C. 774
Herman Singh (Singapore)	Veasery, Mrs. L.
Jawalla Singh, I.P.C. 614	Vemura, G., Hongkong, to Kawamoto, (Manila).
	Van-Ness, Miss E. C. (2)
	Vozeer Singh
	West, Mrs. M.
	Wazir Singh
	Waryam Singh

List of Registered Covers for Merchant Ships.

S.S. *Assov*	G. Nazinovich.
" *Atlas*	M. Richinson.
" *Belgian King*	Abernethey.
" *China*	Mr. Cooper.
" *Chinglu*	F. G. Baites.
" *Deucalion*	M. J. Garbutt.
" *Elite Norsach*	J. J. McCarthey.
" *Emma Luyken*	Capt. Wallis.
" *Hailan*	R. Olsen.
S.S. *Manuel Laguna*	E. Nielson.
" *Monmouthshire*	Capt. J. Kennedy.
" *Monmouthshire*	W. Cropley.
" *Onam*	J. McDougall.
" *President*	R. B. Munro.
" *Radley*	John Mann.
" *Rauza*	G. Frangescakis.
U.S.H.S *Relief*	Chas. McFeely.
" *Relief*	J. H. McNeil.
" *Relief*	J. H. Miller.
" *Relief*	P. Schneider.
S.S. *Saint Jerome*	Capt. A. Jones.
" *Shantung*	Miles.
" *Tsingtau*	D. Wessels. (2)
" *Ula*	R. O. Lloid. (2)
" *Urlana*	Capt. Wilson.

List of unclaimed Telegrams lying in the Joint Telegraph Companies Offices at Hongkong.

Beckerhein.	Siongshoochan.
Bruff Comedy.	Steamer *Wineland.*
Butler Duncan Pigtail.	Sunsanyuen.
Cheehosiang.	Thl.
Chingtai.	Toksham.
Cheong Seng Loong.	Turgens.
Dellagruz.	Tyehongsoon.
Duncan Chesney.	Watanabe. Messagerie.
Farwell Writer.	Yeeon.
Honjoo.	Yerex.
Kamcheong.	Yuenmow.
Kongyuchong.	5233, 3266, 3964, 2875,
Kwongsingloong.	1331, 2950 (Wingon
Laihopyuen.	Tai, West Point.)
Lapraik.	5940, (Kwong Yu Yun)
Lichuenshang.	Two.
Matthew, Joseph, Torpedo Depot.	0651, 3031, (Nam Wan). 0208, (Swee Keechan).
Powlee.	5502, 7127 (Manloong).
Quanonsung.	2688, 5288 (Wing Kee.)
Sham.	

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.
Hongkong, 28th May, 1805. [10

For Sale.

FOR SALE.

NEW EUROPEAN HOUSES at LEIGHTON HILL ROAD.

By investing a small sum of money, a person, in the course of a few years, would become the absolute owner of one of these houses, (Tontine System).

For Conditions of Sale, apply to
A. RUMJAHN.
Hongkong, 30th May, 1901. [580c

FOR SALE.

30 PAIRS of SHEET IRON DOORS suitable for Godown, ANGLE IRON FRAMES, &c., 7' 0" × 4" 1½" and 7' 0" × 5" 1½". To clear $25 per Pair.

Apply to
C. E. WARREN,
25, Aberdeen Street.
Hongkong, 29th May, 1901. [578c

FOR SALE, CHEAP.

A COTTAGE PIANO by BORD, of PARIS, Three years old, in Excellent Condition. For Price, &c., apply to
THE ROBINSON PIANO CO.
Hongkong, 27th May, 1901. [565c

NOW READY.

THE SPECIAL DESCRIPTIVE AND STATISTICAL EDITION OF THE "HONGKONG TELEGRAPH."

TEN PAGES.

PRICE 50 CENTS.

THOSE desirous of obtaining copies should order early, as only a limited number has been struck off and a Second Edition cannot be printed.

The Special Edition will be mailed to any address on receipt of 50 cents to cover cost and Postage.

Hongkong, 2nd May, 1901.

NOW READY.

A PAMPHLET ON SOME SERIOUS LOCAL PROBLEMS AND A FEW SUGGESTION FOR DEALING WITH THEM.

BEING A LECTURE DELIVERED BEFORE THE ODD VOLUMES SOCIETY BY Mr. H. E. POLLOCK, Barrister-at-Law.

To be obtained at the OFFICE of This Paper.
PRICE 50 CENTS.
Hongkong, 1st June, 1900.

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "DORIC," are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 31st instant, will be subject to rent.

No Fire Insurance has been effected.

GEORGE ECKLEY,
Acting Agent.
Hongkong, 25th May, 1901. [2

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "PARRAMATTA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., *ex* S.S. *Arcadia*, *Arabia* and *Caledonia*.
From Australia, *ex* S.S. *Victoria*.
From Persian Gulf, *ex* B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 31st instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 25th May, 1901. [5

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "NANKIN," FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 31st instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 25th May, 1901. [5

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "DUKE OF FIFE," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED,
Agents.
Hongkong, 27th May, 1901. [4

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

THE Steamship "GLENLOCHY," having arrived from the above Port, Consignees of Cargo by her, are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 4th June, will be subject to rent.

No Fire Insurance has been effected.

All ship damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW.
Hongkong, 29th May, 1901. [574c

FROM HAMBURG, PENANG AND SINGAPORE.

THE N.D.L. Steamship "STRASSBURG," Captain Madsen, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M., TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th June, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th June, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 29th May, 1901. [575c

Intimations.

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS, No. 57.

REMOVAL OF HIGH ISLAND BARRIER, BLENHEIM PASSAGE.

NOTICE is hereby given that the High Island Barrier is shortly to be removed.

The Date of discontinuance of the Red and Green lights which now indicate the passage through the Barrier will be notified later on; also what lights or marks, if any, will be put in their place.

L. A. BYWORTH,
Harbour Master.

Approved,
F. A. MORGAN,
Commissioner of Customs.

Custom House,
Canton, 25th May, 1901. [564c

CANTON LAND CO., LIMITED.

NOTICE is hereby given that the following:—

Cert. No.	Shs.	Numbered.	In the Name of
6	10	51- 60	ANTHONY BABINGTON, Esq.
7	10	61- 70	"
8	10	71- 80	"
9	10	81- 90	"
14	10	151-160	CREASY EWENS, Esq.
15	10	161-170	"
18	9	182-190	FUNG SHIU SAN, Esq.
19	10	191-200	"
20	10	201 210	"
25	10	246-255	A. G. G. GORLON, Esq.
33	10	311-320	ELEAZER SILAS KELLY, Esq.
34	10	321-330	"
35	10	331-340	"
36	10	341-350	"
37	10	351-360	"

with transfer deeds attached having been LOST New Certificates for the same will be issued One Month from the date hereof and the Original Certificates will be considered by the Company as Null and Void, and all persons are hereby warned against accepting or negociating same.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 7th May, 1901. [501c

DROZ & Co.,
WATCH MANUFACTURERS,
STEAM FACTORY ESTABLISHED 1864.
ST. IMIER, SWITZERLAND.

SPECIALITIES:
LEVER WATCH & CHRONOGRAPHS.
TRADE MARKS:
MAXIM, BERNA, &c.

REPAIRS of WATCHES and CLOCKS by competent European experts at Moderate Rate.

NO. 10, QUEEN'S ROAD CENTRAL.
Hongkong, 15th May, 1901. [526c

THE BRITISH NORTH BORNEO CO.

APPLICATIONS are invited for the POSITION of SUPERINTENDENT of PUBLIC WORKS and GOVERNMENT SURVEYOR. Applications and Copies of Testimonials to be sent to the undersigned, from whom terms may be learnt. Appointment to be taken up as soon as possible.

GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 26th January, 1901. [124c

NEW GOODS.

PLENTY IN HAND.

JAPANESE CURIOS.

D. NOMA,
No. 12,
Beaconsfield Arcade,
Opposite the City Hall.
Hongkong, 30th April, 1900. [41

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS and FILMS.
Sole Agents for CLEMENT'S WHEELS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the BEST.
40, QUEEN'S ROAD,
24] Watson's Building.

"FOR THE BLOOD IS THE LIFE."

Clarke's Blood Mixture

THE WORLD-FAMED BLOOD PURIFIER AND RESTORER

IS WARRANTED TO CLEAR THE BLOOD from all Impurities from whatever cause arising.

For Scrofula, Scurvy, Eczema, Skin and Blood Diseases, Blackheads, Pimples, and Sores of all kinds, it is a never-failing and permanent Cure. It Cures Old Sores.
Cures Sores on the Neck.
Cures Sore Legs.
Cures Blackheads or Pimples on the Face.
Cures Scurvy.
Cures Ulcers.
Cures Blood and Skin Diseases.
Cures Glandular Swellings.
Clears the Blood from all Impure Matter.
From whatever cause arising.
It is a real specific for Gout and Rheumatic pains.
It removes the cause from the Blood and Bones.

As this Mixture is pleasant to the taste, and warranted free from anything injurious to the most delicate constitution of either sex, the Proprietors solicit sufferers to give it a trial to test its value.

THOUSAND OF TESTIMONIALS OF WONDERFUL CURES FROM ALL PARTS OF THE WORLD.

Clarke's Blood Mixture is sold in Bottles at 4s. 6d. each, and in cases containing six times the quantity, 22s.—sufficient to effect a permanent cure in the great majority of long-standing cases—BY ALL CHEMISTS and PATENT MEDICINE VENDORS throughout the world. Proprietors, THE LINCOLN AND MIDLANDS COUNTIES DRUG COMPANY, Lincoln, England. Trade Mark—"BLOOD MIXTURE."

CLARKE'S BLOOD MIXTURE.

CAUTION.—Purchasers of Clarke's Blood Mixture should see that they get the genuine article. Worthless imitations and substitutes are sometimes palmed off by unprincipled vendors. The words "Lincoln and Midland Counties Drug Company, Lincoln, England," are engraved on the Government Stamp, and Clarke's World-famed Blood Mixture" blown in the bottle, WITHOUT WHICH NONE ARE GENUINE. [17

Intimations.

THE NEW FRENCH REMEDY.

THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and throughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It posseses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England 2/9 and 4/6. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited.
Hongkong, China and Manila. [19

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS.

ANNUAL SALE SIX MILLION BOXES.

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EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK AT *REASONABLE PRICES.*
Hongkong, 14th May, 1806. [38

DENTISTRY.

AMERICAN SYSTEM, WONG HO-MI, SURG. DENTIST.

TERMS MODERATE. CONSULTATION FREE.
50, QUEEN'S ROAD CENTRAL.
Hongkong, 2nd January, 1901. [8c

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 4, Queen's Road Central.
Hongkong, 3rd January, 1901 [169

SIEN TING,
SURGEON DENTIST,
No. 14, D'AGUILAR STREET.
TERMS VERY MODERATE,
Consultation free.
Hongkong, 27th September, 1898 [39

For Nervous Exhaustion



CHAPOTEAUT'S Phosphoglycerate OF LIME

The modern restorative of the nervous system.
For brainworkers, professional men, teachers, students etc. and in debility, seminal losses, dyspepsia of nervous origin and insomnia.
It is readily assimilated and promotes digestion.

PHOSPHOGLYCERATE SYRUP (CHAPOTEAUT)
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PHOSPHOGLYCERATE CAPSULES (CHAPOTEAUT)
9, Rue Vivienne, PARIS-FRANCE.

The Share Market.

LATEST QUOTATIONS.

(*May 31st*).

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	$125	377½ % premium
The Bank of China & Japan, Limited (Preference)	£ 5	Nominal
The Bank of China & Japan, Limited (Ordinary)	£ 4	£1
The Bank of China & Japan, Limited (Deferred)	£ 1	£5.5 buyers
National Bank of China, Ld.	£ 8	$27 buyers
Do. Founders	£ 1	$15 sellers
Marine Insurances.		
Canton Ins. Society of Canton, Ld.	$ 50	$340 sales
China Traders' Ins. Co., Ld.	$ 25	$60
North China Ins. Co., Ld.	£ 25	Tls. 180 buyers
Yangtsze Ins. Assoc. Ld.	$ 60	$125 sellers
Canton Ins. Office, Ld.	$ 50	$180 sellers
Straits Ins. Co., Ld.	$ 20	$1
Fire Insurances.		
Hongkong Fire Ins. Co., Ld.	$ 50	$355 sales
China Fire Ins. Co., Ld.	$ 20	$87½ sellers
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	$ 15	$34½ sellers
Indo-China Steam Navigation Co., Ld.	£ 10	$134 sellers
China & Manila S.S. Co., Ld.	$ 50	$63 sellers
	$ 40	$53 sellers
Douglas Steamship Co., Ld.	$ 50	$54 sellers
China Mutual S. N. Co., Ld.—(Pref.)	£ 10	£12 buyers
China Mutual S. N. Co., Ld.—(O'ary)	£ 10	£12 buyers
China Mutual S. N. Co., Ld.—(O'ary)	£ 5	£7 buyers
Star Ferry Co., Ld.	$ 10	$22.30 ex div. s.
	$ 2½	$9.20 ex div. s.
"Shell" Transport & Trading Co., Ld.	£ 1	£3 sellers
Refineries.		
China Sugar Refining Co., Ld.	$100	$134
Luzon Sugar Refining Co., Ld.	$100	$38 sellers
Mining.		
Punjom Mining Co., Ld.	$ 9	$7½ sellers
Punjom Mining Preference Shares	$ 1	$1.40
Société Française des Charbonnages du Tonkin	Fcs. 250	$320 buyers
Queen Mines, Ld.	25 cts.	0 cents sales
Jelebu Mining and Trading Co., Ld.	$ 5	$5.25 sellers
Raub Australian Gold Mining Co., Ld.	18s. 10d.	$22 sales
Olivers Freehold Mines, Ld. A	$ 5	$1¾ sellers
Olivers Freehold Mines, Ld. B	$ 5	$1½ sellers
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ld.	$ 50	$325
Hongkong and Kowloon Wharf & Godown Co., Ld.	$ 50	$106 buyers
Wanchai Warehouse & Storage Co., Ld.	$ 37½	$64
New Amoy Dock Co., Ld.	$ 6¼	$22½ buyers
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ld.	10	$9½ sales
Hongkong Land Investment & Agency Co., Ld.	$100	$198 sales
Kowloon Land and Building Co., Ld.	$ 30	$30 sales
West Point Building Co., Ld.	$ 50	$56 buyers
H'kong Hotel Co., Ld.	$ 50	$128
Oriente Hotel Co., Ld.	$ 50	$80 sellers
Humphrey's Estate & Finance Co., Ld.	$ 10	$14 sellers
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ld.	$100	$8 buyers
Ewo Cotton Spinning & W. Co., Ld.	Tls. 100	Tls. 50 buyers
International Cotton M'fg. Co., Ld.	Tls. 100	Tls. 50
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	Tls. 100	Tls. 50
Soy Chee Cotton Spinning Co., Ld.	Tls. 500	Tls. 325
Yahloong Cotton Spinning Co., Ld.	Tls. 100	Tls. 25
Cigar Companies.		
Alhambra, Limited	$500	200 % p.
La Comercial, Ld.	$500	100 % p.
Hensiana Limited	$100	par
La Favorita	$500	50 % p. sellers
Miscellaneous.		
Green Island Cement Co., Ld.	$ 10	$19½ sellers
China-Borneo Co., Ld.	$ 15	$38 sellers
A. S. Watson & Co., Limited	$ 10	$16½ ex div. [sellers
Watkins, Limited	$ 10	$9½ buyers
Hongkong Electric Co., Limited	$ 10	$12½ buyers
Hongkong Electric Co., Limited	$ 5	$6½ buyers
Hongkong and China Gas Co., Ld.	£ 10	$135 buyers
Hongkong Rope Manufacturing Co., Ld.	$ 50	$160 sales
Geo. Fenwick & Co., Ld.	$ 25	$55 sellers
H'kong Ice Co., Ld.	$ 25	$175 buyers
H'kong High-Level Tramways Co., Ld.	$100	$225 buyers
Dairy Farm Co., Ld.	$ 6	$7 buyers
Hongkong and China Bakery Co., Ld.	$ 50	$50 sales
Campbell, Moore and Co., Ld.	$ 10	$20
Bell's Asbestos Eastern Agency, Ld.	£ 1	$1.10
United Asbestos Oriental Ag'cy, Ld.	$ 4	$11½ buyers
Tebrau Planting Co., Ld.	$ 5	$3 sellers
Universal Trading Co., Ld.	$ 20	$20 sales
H.K. Steam Waterboat Co., Ld.	$ 5	$7
China Light & Power Co., Ld.	$ 20	$20
Robinson Piano Co., Ld.	$ 50	$50

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Telegraph Address—"Rialto."
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O'Gorman, Madam
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Mercer, Mr. and Mrs. and family
Nobbs, Prof. A. P.
Spittles, Mr. J.
Williams, Mr. G. F.
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EXCHANGE.

Hongkong, 31st May.

ON LONDON, Telegraphic Transfer 1/11⅛
" Bank Bills, on demand 1/11 9/16
" Credits, 4 months' sight 2/0
" D'ments, 4 months' sight 2/0⅛
ON BERLIN, (demand)......M.2.00¼
ON PARIS, Bank Bills, on demand 2.47
" Credits, 4 months' sight 2.51¼
ON NEW YORK, Bank Bills, on demand...47¼
" Credits, 30 days' sight 48⅛
ON BOMBAY, Telegraphic Transfer......147¼
" On demand......147¾
ON SHANGHAI, Telegraphic Transfer 72⅞
" Private 30 days' sight ......nom.
ON YOKOHAMA, T.T. ......3¾ % prem.
Sovereigns, Bank's Buying Rate......$10.10
Gold Leaf 100 touch, per tael 52.00
Bar Silver 27½
Dollars ......nom.

OPIUM QUOTATIONS.

Hongkong, 31st May.

New Patna ......$932½ per chest.
New Benares......972½ "
Old Benares......965 per picul.
Old Malwa ......830 "
Persian, paper tied ......810 "

VESSELS IN PORT.

Steamers.

AIRLIE, British steamer, 2,500, St. John George, 28th May,—Sydney 5th May, Brisbane 7th, Townsville and Cairns 10th, Cooktown 11th, Thursday Island 15th, Port Darwin 16th, and Manila 24th, General.—Gibb, Livingston & Co.

ATHENIAN, British steamer, 2,444, H. Mowatt, 8th April,—Vancouver via Comox, Kobe and Moji 7th March, Timber and Flour.—C. P. R. Co.

BENVORLICH, British steamer, 2,164, R. W. Thomson, 26th May,—Moji 21st May, Coal.—Gibb, Livingston & Co.

BRAEMAR, British steamer, 2,316, Wm. Watt, 24th May,—Dalny 19th May, Ballast.—Dodwell & Co., Ld.

BURNSIDE, American steamer, 1,400, A. H. Lafflin, 14th April,—Manila 11th April, Cable.—Government.

CHOWTAI, German steamer, 1,115, A. Müller, 28th May,—Hoihow 27th May, Pigs and Hens.—Butterfield & Swire.

DECIMA, German steamer, 794, C. Christensen, 29th May,—Saigon 24th May, Rice.—Nam Wo.

DORIC, American steamer, 2,691, Harry Smith, R.N.R., 24th May,—San Francisco 25th April, Honolulu 2nd May, Yokohama 16th, Kobe 17th, Nagasaki 19th, and Shanghai, (Woosung) 21st, Mails and General.—O. & O. S. S. Co.

DUKE OF FIFE, British steamer, 2,416, J. S. Cox, 27th May,—Tacoma via Japan 25th April, General.—Dodwell & Co., Ld.

ELITA NOSSACK, German steamer, 1,161, H. Bruhn, 18th May,—Chinkiang 13th May, General.—E. A. T. Co.

EMPRESS OF CHINA, British steamer, 3,003, R. Archibald, R.N.R., 28th May,—Vancouver, (B.C.) 6th May, and Shanghai 25th, Mails and General.—C. P. R. Co.

EVA, German steamer, 2,083, Chr. Petersen, 23rd May,—Bangkok 16th May, Rice.—Butterfield & Swire.

GLENLOCHY, British steamer, 2,997, H. Hill, 29th May,—Antwerp, via Middlesbro' and London 18th April, and Singapore 24th May, General.—McGregor Bros. & Gow.

KAIFONG, British steamer, 1,024, G. H. Pennefather, 24th May,—Iloilo and Cebu 20th May, General.—Butterfield & Swire.

KEONG WAI, German steamer, 1,115, A. von Riegen, 27th May,—Bangkok 19th May, Rice and Teak.—Butterfield & Swire.

KWEIYANG, British steamer, 1,062, A. W. Outerbridge, 27th May,—Tientsin 21st May, General.—Butterfield & Swire.

MARIE JEBSEN, German steamer, 1,771, P. Hemmert, 30th May,—Saigon 25th May, Rice.—Jebsen & Co.

MEADE, American transport, 5,526, G. W. Wilson, 26th April,—Manila 23rd April.

MUNCHEN, German steamer, 4,691, Krebs, 28th May,—Caroline Islands 15th May, Ballast.—Melchers & Co.

NATUNA, German steamer, 958, W. Bartling, 28th May,—Yap 15th May, Ballast.—Melchers & Co.

POMPEY, American steamer, 785, J. H. Scrivener, 21st Mar.,—Manila 18th Mar., Coal.—U. S. Navy.

PROMETHEUS, British steamer, 5,770, R. Day, 28th May,—Liverpool 16th April, and Singapore 23rd May, General.—Butterfield & Swire.

PRONTO, German steamer, 632, H. Grandt, 29th May,—Iloilo 24th May, General.—Siemssen & Co.

RAJA BURI, German steamer, 1,189, Ahlbœn, 30th May,—Bangkok 20th May, Rice.—Melchers & Co.

SIMONGAN, Dutch steamer, 1,818, Sandman, 17th April,—Samarang and Saigon 29th March, Sugar.—Yuen Fat Hong.

THALES, British steamer, 836, A. J. Robson, 30th May,—Swatow 29th May, General.—Douglas, Lapraik & Co.

TITARNIA, German steamer, 1,258, Krutzfieldt, 22nd May,—Wilhelmshaven 1st April, and Singapore 15th May, General.—Jebsen & Co.

TRYM, Norwegian steamer, 710, Hans. Dalh, 29th May,—Hoihow 28th May, General.—A. R. Marty.

UNIVERSE, Norwegian steamer, 1,635, U. V. Egineps, 27th May,—Chefoo 21st May, Flour.—Order.

WONGKOI, German steamer, 1,108, Buller, 28th May—Yap 15th May, General.—Butterfield & Swire.

Sailing Vessels.

CELESTE BURRILL, British ship, 1,764, C. A. Trefry, 29th May,—Manila 9th May, Ballast.—Order.

DUNDEE, British ship, 1,998, Hernnring, 14th Oct.,—New York 29th June, Kerosine Oil.—Standard Oil Co.

EVIE J. RAY, American bark, Kaster, 24th May,—Singapore 27th Mar., Timber.—Sander, Wieler & Co.

FULWOOD, British ship, 1,986, Thomas, 1st Dec.,—Cardiff via Cape Town 26th Sept., Coal.—Government.

LOUISE J. KENNY, American schooner, 155, A. H. Olsen, 30th Mar.,—Ponape and Caroline Island 11th Mar., Copra.—Master.

LUZON, American 4-masted schooner, 512, Aderson, 31st Mar.,—Port Townsend 28th Dec., General.—Holliday, Wise & Co.

MADAGASCAR, British 4-masted barque, 1,997, A. H. Smith, 4th Mar.,—from New York, Oil.—Standard Oil Co.

MERCURY, German schooner, 52, Warnes, 23rd Feb.,—Yap 9th Feb., Ballast.—Siemssen & Co.

SEA WITCH, American ship, 1,172, Howes, 21st Feb.,—Manila 18th Feb., Ballast.—Master.

SUSSEX, British bark, 1,212, Guthrie, 17th May,—Freemantle 26th Mar., Sandalwood.—Master.

VALE OF DOON, British bark, 717, Petersen, 28th May,—Rajang 29th April, Timber.—Sander, Wieler & Co.

VIMEIRA, British 4-masted bark, 2,233, D. S. Millan, 23rd Jan.,—New York 3rd Sept., Case Oil.—Order.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, May 31st, 1901.

Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. G. G. F. M. Cradock, Shanghai.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. D. Hunt, Hongkong.

Arethusa, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Starting, Woosung.

Argonaut, 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Shanghai.

Astræa, British 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.

Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Foochow.

Barfleur, 1st-class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain G. J. S. Warrender, Nagasaki.

Blenheim, 1st-class criuser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. Henderson, C.M.G., Woosung.

Bonaventure, 2nd class cruiser, 3,000 tons, 18 guns, 9,000 i.h.p., Captain G. G. Sawle, Hongkong.

Bramble, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Amoy.

Brisk, 3rd-class cruiser, 1,770 tons, 6 guns, 5,600 i.h.p., Commander Sir Bourchier Wrey, Bart., Shanghai.

Britomart, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Foochow.

Centurion, 1st-class battleship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, R.N., Shanghai.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Capt. Wm. C. Pakenham, Hongkong.

Dido, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Tillard, Shanghai.

Endymion, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. A. W. Paget, Hongkong.

Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chinkiang.

Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.

Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Canton.

Glory, 1st-class battleship, 14,850 tons, 16 guns, 13,500 i.h.p., Captain F. S. Inglefield, Japan.

Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Shanghai.

Handy, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 4,000 i.h.p., in reserve.

Hart, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 4,000 i.h.p., Lieut. and Com. G. C. Handy.

Hermione, 2nd-class cruiser, 4,560 tons, 10 guns, 9,000 i.h.p., Capt. R. S. D. Cumming, Practice.

Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.

Isis, 2nd-class cruiser, 5,650 tons, 11 guns, 9,600 i.h.p., Capt. Charles Windham, Wei-hai-wei.

Janus, torpedo-boat destroyer, in reserve.

Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Singapore.

Lizard, 1st-class gunboat, 715 tons, 6 guns, 870 i.hp., Lieut.-Comdr. J. C. Watson, Hongkong.

Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., C.M.G., A.D.C., Woosung.

Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Shanghai.

Otter, torpedo-boat destroyer, Lieut. and Com. C. P. Mansel, Shanghai.

Phœnix, sloop, 1,015 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Tientsin.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Comdr. J. F. E. Green, S'pore.

Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.

Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Shanghai.

Redpole, 1st-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. C. F. Corbett, Shanghai.

Robin river-gunboat, 2 guns, Lieut.-Comdr. G. G. Webster, West River.

Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p., Com. C. Hamilton, en route Singapore.

Sandpiper, British river-gunboat, 2 guns, Lt., Comdr. Carr, West River.

Snipe, river-gunboat, 85 tons, 2 guns, 140 i.h.p., Lieut. and Commander Oldham, Yangtsze.

Swift, 2nd-class gunboat, 756 tons, 6 guns, 870 i.h.p., Hongkong.

Taku, torpedo-boat destroyer, 250 tons, Lieut.-Comdr. C. P. Beaty-Pownall, Hongkong.

Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.

Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.

Waterwitch, surveying-ship, 620 tons, Lieut.-Comdr. Lyne, Manila.

Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, D.S.O., Shanghai.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Woodcock, river-gunboat, 2 guns, 560 i.h.p., Lieut.-Comdr. Watson, Kiukiang.

Woodlark, river-gunboat, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtsze.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.

Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Capt. S. N. Sybrandi, Swatow.

Kaiserin Elisabeth, Austrian cruiser, 8 guns, 1,500 tons, 9,000 i.h.p., Capt. M. V. Elisenan, Shanghai.

Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossunn, Swatow.

Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.

Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai.

Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,736 i.h.p., Capt. Jansen, Taku.

Zaire, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.

Zenta, Austrian cruiser, 2,500 tons, Captain Skala, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovleff, at Nagasaki.

Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. Vserolojsky, at Tientsin.

Aleout, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkisky, at Nagasaki.

Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.

Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.

Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikff, at Taku.

Gremiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Taku.

Koreyetz, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.

Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakoveff, at Nagasaki.

Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Capt. Yenish, at Nagasaki.

Nayezdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.

Otvasny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki.

Petropavlovsk, Russian battleship, 12,000 tons, Capt. Grevais, at Nagasaki.

Polstava, Russian battleship, 10,960 tons, 11,255 i.h.p., 16 guns, Capt. Orgeroff, at Nagasaki.

Russia, Russian armourd cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki.

Rozboynik, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.

Rurik, ‡ Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt. at Port Arthur.

Sevastopol, Russian battleship, 10,900 tons, 13,600 i.h.p., 16 guns, Capt. Meleusky, at Nagasaki.

Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.

Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p, Capt. Mollas, at Taku.

Sivoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.

Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns 2 torp tubes 780 h.p., speed 19.7 knots.

Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.

Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.

Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia, at Taku.

Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

(1st and 2nd class.)

Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.

Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Jantchicht, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Kasatka, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai.

Kit, Russian torpedo boat, 350 tons, Captain Kivnarsky, at Shanghai.

Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots.

Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots.

Podorosnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sisik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Skat, Russian torpedo boat, 350 tons, Captain Smirnow, at Shanghai.

Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sootchina, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Som, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.

Sterlaid, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 knots.

Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.

Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

† Flagship of Vice-Admiral Alexeieff.
* Flagship of Rear-Admiral F. V. Dubossoff.
‡ Flagship of Rear-Admiral Reounoff.

THE GERMAN SQUADRON.

Brandenburg, German battleship, 10,100 tons, 40 guns, Capt. Zur S. Rosendahl, at Hongkong.

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassewitz, at Shanghai.

* *Fürst Bismarck*, German flagship, 11,000 tons, 36 guns, Capt. Graf Lottke, at Taku.

Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.

Geier, German cruiser, 1,700 tons, 8 guns, Capt. Bauer, at Amoy.

*** *Hansa*, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Hongkong.

Hela, German despatch-vessel, 2,000 tons, 12 Capt. Rampold, at Woosung.

Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Shanghai.

Iltis, German gunboat, 1,000 tons, 10 guns, Lieut.-Comdr. Sthamer, at Shanghai.

Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.

Jaguar, German gunboat, 900 tons, 10 guns, Comdr. Kinderling, at Canton.

Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 p.h., Capt. Gülich, at Amoy.

** *Kurfürst Friedrich Wilhelm*, German battleship. 10,100 tons, 40 guns, Capt. von Holzendorff, at Woosung.

Luchs, German gunboat, 850 tons, 10 guns, Comdr. Daehnhardt, at Hongkong.

Schwalbe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.

Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.

Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstädt, at Shanghai.

Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.

Wœrth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.

K. F. Wilhelm, German battleship, at Nagasaki.

No. 90, German torpedo-boat, 320 tons, Capt. Hoepfner, at Shanghai.

No. 91, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Shanghai.

No. 92, German torpedo-boat, 320 tons, Capt. Fluinrich, at Shanghai.

* Flagship of His Excellency Vice-Admiral Bendemann.
** Flagship of Rear-Admiral Geissler.
*** Flagship, Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.

Amiral Charner, 2nd-class cruiser, 4,750 tons, Capt. Bathine, Japan.

Bengali, 2nd class dispatch-boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki.

Chasseloup Laubat, 2nd-class cruiser, 4,000 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at Foochow.

Comete, gunboat, 600 tons, Capt. Loiiel, at Canton.

Decidee, gunboat, 690 tons, Capt. Maresubette, at Taku.

* *D'Entrecasteaux*, 1st class cruiser, 8,100 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Taku.

Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Captain Saulne, at Hongkong.

Eure, Dispatch-transport, Capt. Vallée, at Saigon.

Friant, gunboat, 693 tons, Capt. Adam, at Shanghai.

Guichen, 1st-class cruiser, 9,000 tons, Capt. Perem, at Shanghai.

Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Taku.

Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.

Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.

Pascal, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Shanghai.

Styx, 3rd-class armoured gunboat, 1,795 tons, Captain Vincent, at Hongkong.

Surprise, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Mornet, at Taku.

Takow, torpedo-boat destroyer, 280 tons, Com. Boussady, at Hongkong.

Ville D'Alger, monitor, 944 tons, Captain Bomessaur, at Hongkong.

Vipere, gunboat, 400 tons, Captain G. del Villeneuve, at Saigon.

* Flagship of Vice-Admiral Courrejolles.

THE AMERICAN SQUADRON.

Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.

Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hongkong.

Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, Shanghai.

Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Com. G. B. Bradshaw, at Manila.

Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai.

Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forse, at Manila.

Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.

Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.

Don Juan de Austria, U.S. gunboat, Capt. T. C. McLean, at Manila.

Glacier, U.S. supply-ship, Lieut.-Comdr. A. Mertz, at Manila.

Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.

Iris, U.S. distilling-ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Hongkong.

Isla de Luzon, U.S. gunboat, 1,330, Comdr. J. V. B. Bleecker, at Manila.

Kentucky, U.S. battleship, 11,500 tons, Capt. Chester, at Manila.

Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila.

Marietta, U.S. gunboat, 1,000 tons, 1,500 i.h.p., 12 guns, Comdr. E. H. Gheen, at Canton.

Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. O. W. Farenholt, at Shanghai.

Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.

Monterey, U.S. double-turret monitor, 4,090 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Hongkong.

Nanshan, U.S. collier, Ensign F. E. Ridgely, at Hongkong.

Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.

Newark, U.S. cruiser, 4,600 tons, Comdr. McCalla, en route Home.

New York, U.S. cruiser, 4,083 tons, Capt. B. McCullam, at Manila.

Oregon, 1st-class U.S. battleship, 10,280 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickens, U.S.N., at Woosung.

Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.

Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai.

Saturn, U.S. collier, 1,817 tons, Capt. J. H. Potter, at Hongkong.

Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.

Solace, U.S. cruiser, 5,000 tons, Comdr. Demlap, at Shanghai.

Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.

Wilmington, U.S. cruiser, 2,222 tons, Capt. C. O. Allibone, at Hongkong.

Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.

Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.

Zafiro, U.S. dispatch-vessel, 674 tons, Capt. L. A. Cotten, at Manila.

THE ITALIAN SQUADRON.

Calabria, Italian cruiser, 2,946 tons, Capt. C. Cantelli, cruising.

Elba, Italian cruiser, 2,720 tons, Capt. Cecconi, Taku.

Fiermosca, Italian cruiser, Capt. Carlo Negri, Shanghai.

Stromboli, Italian cruiser, 3,800 tons, Captain Cecconi, en route Shanghai.

Vetter Pisani, Italian cruiser, 6,700 tons, Capt. V. Onofrio, Shanghai.

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 1,425, Lossius,—Hongkong, Canton, and Macao Steamboat Co.

Ho-nam, British steamer, 1,377, H. D. Jones,—Hongkong, Canton, & Macao Steamboat Co.

Powan, British steamer, 1,873, A. N. Patrick,—Hongkong, Canton, and Macao Steamboat Co.

Hankow, British steamer, 2,252, C. V. Lloyd,—Butterfield & Swire.

Hoi-tong, Chinese steamer, 409 tons, Captain ———,—Chi Wo & Co.

Tai-on, British steamer, 728, J. Lawrence,—Tai On Steamship Co.

Pak Kong, British steamer,—Kwong Wan S.S. Co.

Kong Nam, British steamer, T. Austin, R.N.R.,—Chinese Owned.

Hongkong and Macao.

Heungshan, British steamer, 1,[illegible], W. E. Clarke,—Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.

Lungshan, British steamer, 141, G. F. Morrison, R.N.R.,—Hongkong, Canton and Macao Steamboat Co.

Kiangtung, Chinese steamer, 583, R. J. Mackenzie,—China Merchant Steam Navigation Co.

Canton and West River.

Lungkiang, British steamer, 141, R. D. Thomas,—Hongkong, Canton and Macao Steamboat Co.

City of Whampoa, Chinese steamer, 40,—Ah Yon.

Sun Chow, Chinese steamer,—Ah Yon.

Hongkong and West River.

Saikong, British steamer, 259, D. Bowie,—Kwong Wang Steamship Co.

Cheung Kong, Y. Kun, 58,—Kwong Wan S.S. Co.

Kwai Lum, British steamer,—Kai Hing & Co.

Lil, American lorcha.

Nanning, British steamer, J. J. Lossius, Hongkong, Canton and Macao Steamboat Co.,—J. M. & Co. and B. & S.

Lorchas and Schooners.

Kutsing, lorcha, 160, Reynolds, Hongkong to Canton,—Hung Kum Sing.

Post Office.

A Mail will close:—

For Canton—Per *Powan*, to-morrow, the 1st June, at 7.30 A.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Doric*, to-morrow, the 1st June, at 10.45 A.M.

For Macao—Per *Heungshan*, to-morrow, the 1st June, at 1.15 P.M.

For Shanghai—Per *Fushun*, to-morrow, the 1st June, at 2 P.M.

For Shanghai—Per *Taisang*, to-morrow, the 1st June, at 2.30 P.M.

For Kumchuck and Samshui—Per *Tungkong*, to-morrow, the 1st June, at 3 P.M.

For Shanghai—Per *Whampoa*, to-morrow, the 1st June, at 4 P.M.

For Singapore and Bombay—Per *Melpomene*, to-morrow, the 1st June, at 4 P.M.

For Swatow, Amoy and Foochow—Per *Thales*, to-morrow, the 1st June, at 5 P.M.

For Canton—Per *Honam*, on Sunday, the 2nd June, at 9 A.M.

For Bangkok—Per *Chowtai*, on Sunday, the 2nd June, at 9 A.M.

For Europe, &c., India, via Tuticorin—Per *Laos*, on Monday, the 3rd June, at 11 A.M.

For Shanghai—Per *Lyeemoon*, on Monday, the 3rd June, at 4 P.M.

For Iloilo and Cebu—Per *Kaifong*, on Tuesday, the 4th June, at 4 P.M.

For Manila and Iloilo—Per *Sungkiang*, on Tuesday, the 4th June, at 4 P.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of China*, on Wednesday, the 5th June, at 11 A.M.

For Wei-hai-wei and Tientsin—Per *Kweiyang*, on Wednesday, the 5th June, at 4 P.M.

For Shanghai, Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Braemar*, on Friday, the 7th June, at 11 A.M.

For Europe, &c., India, via Tuticorin—Per *Coromandel*, on Saturday, the 8th June, at 11 A.M.

For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Changsha*, on Monday, the 10th June, at 4 P.M.

For Kobe, Yokohama, Victoria, (B.C.) and Vancouver—Per *Athenian*, on Wednesday, the 12th June, at 10 A.M.

For Singapore, Penang and Bombay—Per *Bormida*, on Wednesday, the 12th June, at 11 A.M.

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